

# Air Quality Appendix

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# DEP Protocol Letter



*Vanasse Hangen Brustlin, Inc.*

November 24, 2009

Ref: 10803.00

Don Cooke  
Air Quality Planning Unit  
U.S. Environmental Protection Agency Region 1  
One Congress Street, Suite 1100 (CAQ)  
Boston, MA 02114-2023

Re: Red Line/Blue Line Connector  
Air Quality Modeling Protocol

Dear Mr. Cooke:

I am writing to request your office's concurrence on the air quality modeling approach for the Red Line/Blue Line Connector Project in Boston, Massachusetts.

A Draft Environmental Impact Report (DEIR) is currently being prepared. This DEIR will include a detailed air quality and traffic study. The air quality study will evaluate the regional (mesoscale) impacts of the proposed project and the local (microscale) impacts of the proposed project.

**Mesoscale Analysis**

The Central Transportation Planning Staff (CTPS) will be providing the mesoscale emissions for each of the alternatives being reviewed and we will extract the areas that cover, at a minimum, all roadway links that are projected to experience an increase of 10% in traffic due to the project and that experience level-of-service (LOS) designation of "D" or lower under existing and/or future conditions.

The air quality study will follow the Massachusetts DEP May 1991 guidelines for preparing mesoscale analyses. This analysis will calculate the VOC, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, CO and CO<sub>2</sub> emissions from motor vehicle traffic in the project area. The modeling parameters will include lengths of roadway, vehicle speeds, and the average daily traffic volumes. This analysis will evaluate the change in emissions during the ozone season (summer) due to the changes in these parameters for the existing (2009) and future 2030 No-Build, and 2030 Build for each Alternative being reviewed.

From these analyses, the 2018 (estimated date of completion) emissions will be estimated based on the changes in traffic volumes and emission factors between 2009 and 2030 No-Build.

### Microscale Analysis

The microscale analysis will use the Environmental Protection Agency's (EPA) CAL3QHC computer model and will be based on the procedures outlined in the EPA's "Guideline for Modeling Carbon Monoxide from Roadway Intersections." The microscale analysis will analyze the year 2009 as existing, 2018 as the year of completion and 2030 as the future analysis year. The microscale analysis will include existing and future proposed roadway geometry, traffic signal timings, and peak-hour traffic volumes. This analysis will evaluate the carbon monoxide (CO) concentrations, Particulate Matter (PM<sub>10</sub>) and PM<sub>2.5</sub> during the CO season (winter) at sensitive receptor locations.

The air quality study will include a microscale analysis that evaluates the CO, PM<sub>10</sub> and PM<sub>2.5</sub> at nearby intersections. The intersections that will be modeled will be selected based upon the required highest three traffic volume and worst three level-of-service intersections. The microscale modeling parameters that will be used are included in Exhibit 3.

The emission factors used in the mesoscale and microscale analysis will be obtained from the EPA's MOBILE6.2 emissions model (official update to MOBILE 6 as of May 19, 2004) for use in the air quality study. MOBILE6.2 will be run using input files consistent with the current State Implementation Plan emission factors, which will reflect Massachusetts' specific emission control programs and registration distribution. As shown in Figure 2-1, the following intersections were selected for analysis because they are the most congested intersections in the study area and represent all the signalized intersections within the traffic study corridor:

- Cambridge Street at Longfellow Bridge outbound/Storrow Drive Westbound Off-Ramp (Charles Circle)
- Cambridge Street at Charles Street/Storrow Drive Westbound On-Ramp/Charles Street Northbound (Charles Circle)
- Cambridge Street at Charles Street/Storrow Drive Eastbound Off-Ramp/Longfellow Bridge inbound (Charles Circle)
- Cambridge Street at North Grove Street/Grove Street
- Cambridge Street at Blossom Street/Garden Street
- Cambridge Street at Staniford Street/Temple Street
- Cambridge Street at New Chardon Street/Bowdoin Street
- Cambridge Street at New Sudbury Street/Somerset Street



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The background concentrations for CO will be assumed to be 3.0 ppm for the 1-hour concentrations, 2.1 ppm for the 8-hour concentrations. A Persistence Factor of 0.70 was calculated for use in determining the 8-hour concentrations from the 1-hour concentrations. The CO background and persistence factor are based on the DEP guidelines. The background concentrations for PM<sub>10</sub> and PM<sub>2.5</sub> that will be used for the microscale analysis are based on the most recent three years of monitoring data available (2006 through 2008)<sup>1</sup>. A background concentration of 39.3 ug/m<sup>3</sup> for the 24-hour concentrations, 28.7 ug/m<sup>3</sup> for the PM<sub>2.5</sub> 24-hour concentrations and 11.2 ug/m<sup>3</sup> for the annual PM<sub>2.5</sub> concentrations are proposed based on area monitoring sites. The 24-hour PM<sub>10</sub> concentrations would be calculated by applying the EPA persistence factor of 0.40 to the 1-hour concentrations.

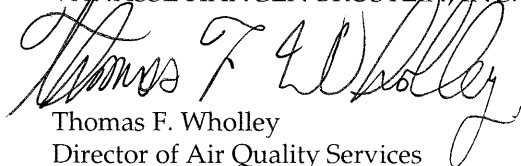
### Air Toxics

The FHWA developed a tiered approach for analyzing Mobile Source Air Toxics (MSAT) in NEPA documents, depending on specific project circumstances. The Red Line/Blue Line Connector Project was determined to fall into the second category as a "Project with Low Potential MSAT Effects" where a qualitative analysis will be conducted following the *FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009*. The types of projects included in this category are those that serve to improve operations of highway, transit or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions.

If you have any questions regarding the air quality analysis, please feel free to contact me at (617) 924-1770. Your cooperation in this matter is greatly appreciated.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

  
Thomas F. Wholley  
Director of Air Quality Services

Enclosures

CC.	Susan Lyon	Massachusetts Department of Environmental Protection (DEP)
	Christine Kirby	Massachusetts Department of Environmental Protection (DEP)
	Jerome Graff	Massachusetts Department of Environmental Protection (DEP)



<sup>1</sup> 2006 through 2008 Annual Reports on Air Quality in New England, United States Environmental Protection Agency, Region 1, Office of Environmental Measurement and Evaluation, North Chelmsford, MA 01863, Ecosystems Assessment Unit,  
<http://www.epa.gov/region01/lab/reportsdocuments.html>

**Table 1**

Mobile 6.2 Input File	Commands	Description
* MA DEP Input File for Summer Ozone File originally prepared by Craig Woleader * Filename = MA30_SUM.inp		Input File Note Input File Note Input File Note
*****Header Section *****  MOBILE6 INPUT FILE POLLUTANTS: HC CO NOX CO2 REPORT FILE: MA30_SUM.txt REPLACE  RUN DATA	POLLUTANTS: REPORT FILE:	Hydrocarbons, Carbon Monoxide, Nitrogen Oxide Name of Output file
*****Run Section ***** > ***** SUMMER*****  * Pollutant output format EXPRESS HC AS VOC:  * Mass. specific user inputs -- require external data file REG DIST: 2005_REG.D I/M DESC FILE: 09NEWIM.D  STAGE II REFUELING: 91 3 84. 84.  REBUILD EFFECTS: 0.10  * Inputs for LEV II 94+ LDG IMP: MA_LEV2.D  T2 EXH PHASE-IN: LEV2EXH.D	EXPRESS HC AS VOC:  REG DIST: I/M DESC FILE: <b>Note:</b> See Table 2 for details. STAGE II REFUELING:  REBUILD EFFECTS:  94+ LDG IMP: T2 EXH PHASE-IN:	Input File Note Echo to Output file  Expresses Hydrocarbons as Volatile Organic Compounds  Input File Note Massachusetts registration file Massachusetts Enhanced I/M program inputs for 2000+ calendar year. This Stage II Program started in 1991, was phased in over 3 years and was 84% efficient for LDGVs, LDGTs, and HDGVs Diesel Rebuild Effects set to 10% as per EPA  Input File Note 94+ LDG IMPLEMENTATION FOR LEVII EXHAUST - LEV II in 2004 w/ ZEV Defines phase-in schedules to be modeled for the Tier 2 exhaust standards
T2 EVAP PHASE-IN: LEV2EVAP.D	T2 EVAP PHASE-IN:	Defines phase-in schedules to be modeled for the Tier 2 evaporative emission standards

Mobile 6.2 Input File	Commands	Description
T2 CERT: LEV2CERT.D	T2 CERT:	Specifies alternative Tier 2 50,000 mile certification standards and used to model effects of California's LEV II program.
* Meteorological inputs MIN/MAX TEMP: 70.4 93.7	MIN/MAX TEMP:	Input File Note Minimum and Maximum temperatures as set forth in the Massachusetts SIP
* Fuel Inputs FUEL RVP: 6.8	FUEL RVP:	Input File Note Specifies the fuel Reid Vapor Pressure (RVP) representing the average fuel volatility for the Massachusetts area
FUEL PROGRAM: 2 N	FUEL PROGRAM:	Models a reformulated gasoline (RFG) program for a northern region
*DIESEL SALE FRACTIONS: 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	DIESEL SALE FRACTIONS:	Diesel Sale Fractions adjusted to analysis year
*****Scenario Section ***** *****Summer Freeway *****		Input File Note Input File Note
SCENARIO RECORD: MA Freeway 2.71 mph CALENDAR YEAR: 2030 EVALUATION MONTH: 7 AVERAGE SPEED: 2.71 Freeway 92.0 0.0 0.0 8.0	SCENARIO RECORD: CALENDAR YEAR: EVALUATION MONTH: AVERAGE SPEED:	Labels the individual scenarios Calendar year of scenario evaluated Specifies July 1 as time period for evaluation Sets an average speed of 2.71 for the Freeway roadway classification (this is the minimum speed input for Freeways) and shows 92% of VMT on freeways and 8% of VMT on freeway ramps
<b>NOTE:</b> The scenario records for freeways continue in increments of 1 MPH to a maximum of 60.7 MPH. For arterials, the scenario records begin at a minimum of 2.5 MPH and continue in increments of 1 MPH to a maximum of 65 MPH		

**Table 2**

Mobile 6.2 I/M File	Commands	Description
> Mass. Enhanced I/M program inputs for 2009 calendar year, filename = 09NEWIM.D		Echo to Output file
***** I/M Program #1 ***** >New Annual OBD Exhaust I/M program for Light Duty MY 1996-2007 vehicles <=8,500 lb GVWR * I/M Grace Period Set to 1 (i.e. exempt 1 newest model year) to Reflect New Vehicle Exemption and LEP  I/M PROGRAM: 1 2009 2050 1 TRC OBD I/M I/M MODEL YEARS: 1 1996 2007 I/M VEHICLES: 1 22222 1111111 1  I/M STRINGENCY: 1 20.0  I/M COMPLIANCE: 1 96.0  I/M WAIVER RATES: 1 0.0 1.0 I/M EXEMPTION AGE: 1 15 I/M GRACE PERIOD: 1 1	I/M PROGRAM: I/M MODEL YEARS: I/M VEHICLES: I/M STRINGENCY: I/M COMPLIANCE: I/M WAIVER RATES: I/M EXEMPTION AGE: I/M GRACE PERIOD:	Echo to Output file  Input File Note  This I/M program started in 2009 and ends in 2050 This I/M program tests model years 1996 through 2007 This command calculates I/M benefits for light-duty gasoline vehicles (cars and light-duty trucks) as well as the class HDGV2B This command sets the stringency rate (the expected exhaust inspection failure rate for pre-1981 model year vehicles) at 20 percent. This command sets the compliance (the percentage of vehicles in the fleet that complete the I/M program and receive either a certificate of compliance or waiver) at 96 percent. This command sets the waiver rate at 0.0 percent for pre-1981 model years and 1.0 percent for 1981 and later model years This command sets the age at which vehicles are exempted from testing. This command sets the age at which vehicles first become subject to I/M testing at 1 year old.
***** I/M Program #2 ***** > New Annual OBD Exhaust I/M program for Light Duty and Medium duty MY 2008 and later vehicles <=14,000 lb GVWR * I/M Grace Period Set to 1 (i.e. exempt 1 newest model year) to Reflect New Vehicle Exemption and LEP  I/M PROGRAM: 2 2009 2050 1 TRC OBD I/M I/M MODEL YEARS: 2 2008 2050	I/M PROGRAM: I/M MODEL YEARS:	Echo to Output file  Input File Note  This I/M program started in 2009 and ends in 2050 This I/M program tests model years 2008 through 2050



Mobile 6.2 I/M File	Commands	Description
I/M VEHICLES: 2 22222 2211111 1	I/M VEHICLES:	This command calculates I/M benefits for gasoline buses and heavy-duty gasoline vehicle classes with the exception of the HDGV2B class
I/M STRINGENCY: 2 20.0	I/M STRINGENCY:	This command sets the stringency rate (the expected exhaust inspection failure rate for pre-1981 model year vehicles) at 20 percent.
I/M COMPLIANCE: 2 96.0	I/M COMPLIANCE:	This command sets the compliance (the percentage of vehicles in the fleet that complete the I/M program and receive either a certificate of compliance or waiver) at 96 percent.
I/M WAIVER RATES: 2 0.0 1.0	I/M WAIVER RATES:	This command sets the waiver rate at 0.0 percent for pre-1981 model years and 1.0 percent for 1981 and later model years
I/M EXEMPTION AGE: 1 15	I/M EXEMPTION AGE:	This command sets the age at which vehicles are exempted from testing.
I/M GRACE PERIOD: 2 1	I/M GRACE PERIOD:	This command sets the age at which vehicles first become subject to I/M testing at 1 year old.
***** I/M Program #3 *****  > New OBD Exhaust I/M program for Light Duty MY 1996-2007 vehicles <=8,500 lb GVWR * I/M Grace Period Set to 1 (i.e. exempt 1 newest model year) to Reflect New Vehicle Exemption and LEP  I/M PROGRAM: 3 2009 2050 1 TRC EVAP OBD	I/M PROGRAM:	Echo to Output file  Input File Note  This I/M program started in 2009 and ends in 2050, is a biennial program, and is a test only program with an OBD I/M inspection test type
I/M MODEL YEARS: 3 1996 2007	I/M MODEL YEARS:	This I/M program tests model years 1996 through 2007
I/M VEHICLES: 3 22222 1111111 1	I/M VEHICLES:	This command calculates I/M benefits for light-duty gasoline vehicles (cars and light-duty trucks) as well as the class HDGV2B
I/M STRINGENCY: 3 20.0	I/M STRINGENCY:	This command sets the stringency rate (the expected exhaust inspection failure rate for pre-1981 model year vehicles) at 20 percent.
I/M COMPLIANCE: 3 96.0	I/M COMPLIANCE:	This command sets the compliance (the percentage of vehicles in the fleet that complete the I/M program and receive either a certificate of compliance or waiver) at 96 percent.
I/M WAIVER RATES: 3 0.0 1.0	I/M WAIVER RATES:	This command sets the waiver rate at 0.0 percent for pre-1981 model years and 1.0 percent for 1981 and later model years
I/M EXEMPTION AGE: 1 15	I/M EXEMPTION AGE:	This command sets the age at which vehicles are exempted from testing.

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Mobile 6.2 I/M File	Commands	Description
I/M GRACE PERIOD: 3 1	I/M GRACE PERIOD:	This command sets the age at which vehicles first become subject to I/M testing at 1 year old.
***** I/M Program #4 ***** > New Annual OBD Evap I/M program for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR * I/M Grace Period Set to 1 (i.e. exempt 5 newest model year) to Reflect New Vehicle Exemption and LEP		Echo to Output file  Input File Note
I/M PROGRAM: 4 2009 2050 1 TRC EVAP OBD	I/M PROGRAM:	This I/M program started in 2009 and ends in 2050
I/M MODEL YEARS: 4 2008 2050	I/M MODEL YEARS:	This I/M program tests model years 2008 through 2050
I/M VEHICLES: 4 22222 1111111 1	I/M VEHICLES:	This command calculates I/M benefits for light-duty gasoline vehicles (cars and light-duty trucks)
I/M STRINGENCY: 4 20.0	I/M STRINGENCY:	This command sets the stringency rate (the expected exhaust inspection failure rate for pre-1981 model year vehicles) at 20 percent.
I/M COMPLIANCE: 4 96.0	I/M COMPLIANCE:	This command sets the compliance (the percentage of vehicles in the fleet that complete the I/M program and receive either a certificate of compliance or waiver) at 96 percent.
I/M WAIVER RATES: 4 0.0 1.0	I/M WAIVER RATES:	This command sets the waiver rate at 0.0 percent for pre-1981 model years and 1.0 percent for 1981 and later model years
I/M EXEMPTION AGE: 1 15	I/M EXEMPTION AGE:	This command sets the age at which vehicles are exempted from testing.
I/M GRACE PERIOD: 4 1	I/M GRACE PERIOD:	This command sets the age at which vehicles first become subject to I/M testing at 1 year old.

**Exhibit 3**

**MICROSCALE MODELING PARAMETERS**

**Idle Emission Factor**

The Idling Emission Factor was developed using MOBILE 6.2 with the settings as indicated for the microscale free-flow analysis, except with the speed set at 2.5 miles per hour. The resulting gram per vehicle-mile factor was converted to grams per vehicle per hour by multiplying by 2.5 miles per hour.

**CAL3QHC Inputs**

Averaging Time	60 Minutes
Surface Roughness	175 cm (office)
Settling and Deposition velocity	0 cm/second
Windspeed	1 meter/second
Range of Wind Directions	10° increments from 0° to 360°
Stability Class	Use Class "D"
Mixing Height	1000 meters
Source Height	0.33 meters

Mr. Don Cooke  
November 24, 2009

Ms. Susan Lyon  
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# Mobile Input Files

# Carbon Monoxide (CO)

2009 MOBILE INPUT - CO

\* Calendar Year 2009 Generic MOBILE6 input file for Mesoscale Build/No-Build Analyses  
\* Filename MA09\_MES.INP created by Craig Woleader, MADEP 617-348-4046,  
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,  
marc.bennett@state.ma.us  
\* revised 12/2/05 to include actual diesel rebuild effects  
\* revised 12/17/08 to include new IM program program for 2009  
\*

\*\*\*\*\* Header Section \*\*\*\*\*

MOBILE6 INPUT FILE

\*

POLLUTANTS : HC CO NOX CO2  
DATABASE OUTPUT :  
WITH FIELDNAMES :  
AGGREGATED OUTPUT :  
EMISSIONS TABLE : MA09\_WIN.tb1 REPLACE  
REPORT FILE : MA09\_WIN.txt REPLACE  
\*

RUN DATA

\*\*\*\*\* Run Section #1 \*\*\*\*\*

> \*\*\* Winter 2009 \*\*\*

\* Pollutant output format  
EXPRESS HC AS VOC :

\* Mass. specific user inputs -- require external data file  
REG DIST : 2005\_REG.D  
I/M DESC FILE : 09NEWIM.D

\* Set Diesel Rebuild effects to 10% as per EPA  
REBUILD EFFECTS : 0.10

STAGE II REFUELING :  
91 3 84. 84.

\* Inputs for LEV II  
94+ LDG IMP : MA\_LEV2.D  
T2 EXH PHASE-IN : LEV2EXH.D  
T2 EVAP PHASE-IN : LEV2EVAP.D  
T2 CERT : LEV2CERT.D

\* Meteorological inputs  
MIN/MAX TEMP : 22.8 38.3

\* Fuel inputs  
FUEL RVP : 13.5  
FUEL PROGRAM : 2 N

DIESEL FRACTIONS :  
0.000 0.000 0.000 0.000 0.000 0.000 0.003 0.003 0.002 0.002  
0.002 0.002 0.001 0.001 0.001 0.000 0.001 0.001 0.003 0.001  
0.002 0.000 0.015 0.009 0.056  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.001 0.000 0.001 0.001 0.001 0.001 0.001 0.001 0.002 0.002  
0.003 0.003 0.006 0.013 0.017  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.001 0.000 0.001 0.001 0.001 0.001 0.001 0.001 0.002 0.002  
0.003 0.003 0.006 0.013 0.017  
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005  
0.006 0.005 0.012 0.012 0.017 0.015 0.014 0.016 0.017 0.014  
0.018 0.016 0.021 0.048 0.065  
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005

0.006	0.005	0.012	0.012	0.017	0.015	0.014	0.016	0.017	0.014
0.018	0.016	0.021	0.048	0.065					
0.176	0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206
0.243	0.176	0.285	0.267	0.212	0.255	0.295	0.249	0.251	0.188
0.175	0.182	0.186	0.219	0.184					
0.385	0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464
0.480	0.375	0.472	0.480	0.366	0.400	0.344	0.285	0.333	0.314
0.253	0.208	0.197	0.168	0.130					
0.674	0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717
0.744	0.715	0.565	0.810	0.803	0.644	0.654	0.605	0.525	0.389
0.356	0.376	0.108	0.136	0.154					
0.830	0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819
0.813	0.610	0.686	0.570	0.733	0.607	0.729	0.685	0.725	0.631
0.350	0.305	0.186	0.209	0.343					
0.884	0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917
0.914	0.923	0.901	0.908	0.898	0.903	0.876	0.804	0.844	0.782
0.702	0.679	0.554	0.529	0.568					
0.977	0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992
0.992	0.990	0.981	0.976	0.975	0.959	0.982	0.965	0.963	0.945
0.902	0.875	0.857	0.791	0.796					
0.972	0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992
0.991	0.995	0.993	0.993	0.995	0.992	0.986	0.995	0.981	0.993
0.971	0.982	0.977	0.993	0.987					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968
0.961	0.972	0.985	0.971	0.941	0.905	0.965	0.940	0.907	0.964
0.609	0.880	1.000	0.778	0.500					

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*****
Scenario Section
*****

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR   : 2009
EVALUATION MONTH : 1
AVERAGE SPEED   : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 3 mph
CALENDAR YEAR   : 2009
EVALUATION MONTH : 1
AVERAGE SPEED   : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 4 mph
CALENDAR YEAR   : 2009
EVALUATION MONTH : 1
AVERAGE SPEED   : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

*THROUGH*
SCENARIO RECORD : MA Freeway speed 65 mph
CALENDAR YEAR   : 2009
EVALUATION MONTH : 1

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AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 1  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 1  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 1  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 1  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*

END OF RUN

2018 MOBILE INPUT - CO

\* Calendar Year 2018 Generic MOBILE6 input file for Mesoscale Build/No-Build Analyses  
\* Filename MA09\_MES.INP created by Craig Woleader, MADEP 617-348-4046,  
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,  
[marc.bennett@state.ma.us](mailto:marc.bennett@state.ma.us)

\* revised 12/2/05 to include actual diesel rebuild effects  
\* revised 12/17/08 to include new IM program program for 2009  
\*

\*\*\*\*\* Header Section \*\*\*\*\*

MOBILE6 INPUT FILE

\*

POLLUTANTS : HC CO NOX CO2  
DATABASE OUTPUT :  
WITH FIELDNAMES :  
AGGREGATED OUTPUT :  
EMISSIONS TABLE : MA18\_WIN.tbl REPLACE  
REPORT FILE : MA18\_WIN.txt REPLACE

\*

RUN DATA

\*\*\*\*\* Run Section #2 \*\*\*\*\*

> \*\*\* Winter 2018 \*\*\*

\* Pollutant output format  
EXPRESS HC AS VOC :

\* Mass. Specific user inputs - require external data file  
REG DIST : 2005\_REG.D  
I/M DESC FILE : 09NEWIM.D

\* Set Diesel Rebuild effects to 10% as per EPA  
REBUILD EFFECTS : 0.10

STAGE II REFUELING :  
91 3 84. 84.

\* Inputs for LEV II  
94+ LDG IMP : MA\_LEV2.D  
T2 EXH PHASE-IN : LEV2EXH.D  
T2 EVAP PHASE-IN : LEV2EVAP.D  
T2 CERT : LEV2CERT.D

\* Meteorological inputs  
MIN/MAX TEMP : 22.8 38.3

\* Fuel inputs  
FUEL RVP : 13.5  
FUEL PROGRAM : 2 N

DIESEL FRACTIONS :  
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000  
0.000 0.000 0.000 0.000 0.000 0.003 0.003 0.002 0.002 0.002  
0.002 0.001 0.001 0.001 0.000  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.000 0.001 0.001 0.001 0.001  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
0.000 0.001 0.001 0.001 0.001  
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005  
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.006  
0.005 0.012 0.012 0.017 0.015  
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005

0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.006
0.005	0.012	0.012	0.017	0.015					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206	0.243
0.176	0.285	0.267	0.212	0.255					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464	0.480
0.375	0.472	0.480	0.366	0.400					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717	0.744
0.715	0.565	0.810	0.803	0.644					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819	0.813
0.610	0.686	0.570	0.733	0.607					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917	0.914
0.923	0.901	0.908	0.898	0.903					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992	0.992
0.990	0.981	0.976	0.975	0.959					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992	0.991
0.995	0.993	0.993	0.995	0.992					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968	0.961
0.972	0.985	0.971	0.941	0.905					

```

*****          Scenario Section          *****

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 3 mph
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 4 mph
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

```

\*THROUGH\*

```

SCENARIO RECORD : MA Freeway speed 65 mph
CALENDAR YEAR   : 2018

```

EVALUATION MONTH : 7  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN

2030 MOBILE INPUT - CO  
 \* Massachusetts DEP - MA 2030 WINTER  
 \* Filename MA30\_WIN.INP  
 \* revised 8/24/07 with new temperatures and IM inputs  
 \* revised 12/7/07 for PM2.5/10 and CO2 for Anne McGahan  
 \* revised 4/25/08 to remove 15 year vehicle age exemption from IM program file per  
 Don Cooke

\*\*\*\*\* Header Section \*\*\*\*\*

MOBILE6 INPUT FILE

\*  
 PARTICULATES :  
 POLLUTANTS : HC CO NOX CO2  
 DATABASE OUTPUT :  
 WITH FIELDNAMES :  
 AGGREGATED OUTPUT :  
 SPREADSHEET :  
 EMISSIONS TABLE : MA30\_WIN.tbl REPLACE  
 REPORT FILE : MA30\_WIN.txt REPLACE  
 \*

RUN DATA

\*\*\*\*\* Run Section \*\*\*\*\*

> \*\*\* Mass. 2030 with LEV II Program \*\*\*

\* Pollutant output format  
 EXPRESS HC AS VOC :

\* Mass. specific user inputs -- require external data file  
 REG DIST : 2005\_REG.D  
 I/M DESC FILE : 09NEWIM.D

STAGE II REFUELING :  
 91 3 84. 84.

\* Set Diesel Rebuild effects to 10% as per EPA  
 REBUILD EFFECTS : 0.10

\* Inputs for LEV II  
 94+ LDG IMP : MA\_LEV2.D  
 T2 EXH PHASE-IN : LEV2EXH.D  
 T2 EVAP PHASE-IN : LEV2EVAP.D  
 T2 CERT : LEV2CERT.D

\* Meteorological inputs  
 MIN/MAX TEMP : 22.8 38.3

\* Fuel inputs  
 FUEL RVP : 13.5  
 FUEL PROGRAM : 2 N

\* 2005 Diesel Sales Fractions adjusted for Calendar Year 2030

DIESEL FRACTIONS :  
 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000  
 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000  
 0.000 0.000 0.000 0.000 0.000  
 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
 0.001 0.001 0.001 0.001 0.001  
 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001  
 0.001 0.001 0.001 0.001 0.001  
 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005  
 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005

0.005	0.005	0.005	0.005	0.005					
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786					

\*\*\*\*\* Scenario Section PM 2.5 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)  
 CALENDAR YEAR : 2030  
 EVALUATION MONTH : 1  
 AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 2.5  
 DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph  
 CALENDAR YEAR : 2030  
 EVALUATION MONTH : 1  
 AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 2.5  
 DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph  
 CALENDAR YEAR : 2030  
 EVALUATION MONTH : 1  
 AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 2.5

DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Scenario Section PM 10 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10

DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 1  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN



# Particulate Matter 10 (PM<sub>10</sub>)

```

2009 MOBILE INPUT - PM10
* Calendar Year 2009 Generic MOBILE6 input file for Mesoscale Build/No-Build Analyses
* Filename MA09_MES.INP created by Craig Woleader, MADEP 617-348-4046,
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,
marc.bennett@state.ma.us
* revised 12/2/05 to include actual diesel rebuild effects
* revised 12/17/08 to include new IM program program for 2009
*
***** Header Section *****
MOBILE6 INPUT FILE
*
PARTICULATES      :
DATABASE OUTPUT   :
WITH FIELDNAMES   :
AGGREGATED OUTPUT :
EMISSIONS TABLE  : MA09PM10.tb1 REPLACE
REPORT FILE       : MA09PM10.txt REPLACE
*
RUN DATA
***** Run Section #1 *****
> *** Summer 2009 ***

* Pollutant output format
EXPRESS HC AS VOC :

* Mass. specific user inputs -- require external data file
REG DIST          : 2005_REG.D
I/M DESC FILE     : 09NEWIM.D

* Set Diesel Rebuild effects to 10% as per EPA
REBUILD EFFECTS   : 0.10

STAGE II REFUELING :
91 3 84. 84.

* Inputs for LEV II
94+ LDG IMP       : MA_LEV2.D
T2 EXH PHASE-IN   : LEV2EXH.D
T2 EVAP PHASE-IN  : LEV2EVAP.D
T2 CERT           : LEV2CERT.D

* Meteorological inputs
MIN/MAX TEMP      : 70.4 93.7

* Fuel inputs
FUEL RVP           : 6.8
FUEL PROGRAM       : 2 N

DIESEL FRACTIONS  :
0.000 0.000 0.000 0.000 0.000 0.000 0.003 0.003 0.002 0.002
0.002 0.002 0.001 0.001 0.001 0.000 0.001 0.001 0.003 0.001
0.002 0.000 0.015 0.009 0.056
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.000 0.001 0.001 0.001 0.001 0.001 0.001 0.002 0.002
0.003 0.003 0.006 0.013 0.017
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.000 0.001 0.001 0.001 0.001 0.001 0.001 0.002 0.002
0.003 0.003 0.006 0.013 0.017
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
0.006 0.005 0.012 0.012 0.017 0.015 0.014 0.016 0.017 0.014
0.018 0.016 0.021 0.048 0.065
0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
0.006 0.005 0.012 0.012 0.017 0.015 0.014 0.016 0.017 0.014

```

0.018	0.016	0.021	0.048	0.065					
0.176	0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206
0.243	0.176	0.285	0.267	0.212	0.255	0.295	0.249	0.251	0.188
0.175	0.182	0.186	0.219	0.184					
0.385	0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464
0.480	0.375	0.472	0.480	0.366	0.400	0.344	0.285	0.333	0.314
0.253	0.208	0.197	0.168	0.130					
0.674	0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717
0.744	0.715	0.565	0.810	0.803	0.644	0.654	0.605	0.525	0.389
0.356	0.376	0.108	0.136	0.154					
0.830	0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819
0.813	0.610	0.686	0.570	0.733	0.607	0.729	0.685	0.725	0.631
0.350	0.305	0.186	0.209	0.343					
0.884	0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917
0.914	0.923	0.901	0.908	0.898	0.903	0.876	0.804	0.844	0.782
0.702	0.679	0.554	0.529	0.568					
0.977	0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992
0.992	0.990	0.981	0.976	0.975	0.959	0.982	0.965	0.963	0.945
0.902	0.875	0.857	0.791	0.796					
0.972	0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992
0.991	0.995	0.993	0.993	0.995	0.992	0.986	0.995	0.981	0.993
0.971	0.982	0.977	0.993	0.987					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968
0.961	0.972	0.985	0.971	0.941	0.905	0.965	0.940	0.907	0.964
0.609	0.880	1.000	0.778	0.500					

```

*****          Scenario Section          *****

SCENARIO RECORD      : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 10
DIESEL SULFUR        : 15

SCENARIO RECORD      : MA Freeway speed 3 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 10
DIESEL SULFUR        : 15

SCENARIO RECORD      : MA Freeway speed 4 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 10
DIESEL SULFUR        : 15

                                *THROUGH*
SCENARIO RECORD      : MA Freeway speed 65 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 60.7 Freeway 92.0 0.0 0.0 8.0

```

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN

\* Calendar Year 2018 Generic MOBILE6 input file for Mesoscale Build/No-Build Analyses  
\* Filename MA09\_MES.INP created by Craig Woleader, MADEP 617-348-4046,  
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,  
marc.bennett@state.ma.us

```
***** Header Section *****
```

```

*
PARTICULATES      :
DATABASE OUTPUT   :
WITH FIELDNAMES   :
AGGREGATED OUTPUT :
EMISSIONS TABLE  : MA18PM10.tb1 REPLACE
REPORT FILE       : MA18PM10.txt REPLACE

```

```
***** Run Section #1 *****
```

\* Pollutant output format

\* Mass. specific user inputs -- require external data file

REG DIST : 2005\_REG.D

```

I/M DESC FILE      : 09NEWIM.D

```

\* Set Diesel Rebuild effects to 10% as per EPA

REBUILD EFFECTS : 0.10

STAGE II REFUELING :

91 3 84. 84.

\* Inputs for LEV II

```
94+ LDG IMP      : MA_LEV2.D
```

T2 EXH PHASE-IN : LEV2EXH.D

T2 EVAP PHASE-IN : LEV2EVAP.D

```
T2 CERT      : LEV2CERT.D
```

\* Meteorological inputs

MIN/MAX TEMP : 70.4 93.7

\* Fuel inputs

FUEL RVP : 6.8

FUEL PROGRAM : 2 N

DIESEL FRACTIONS :

[illegible]

0.005	0.012	0.012	0.017	0.015					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206	0.243
0.176	0.285	0.267	0.212	0.255					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464	0.480
0.375	0.472	0.480	0.366	0.400					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717	0.744
0.715	0.565	0.810	0.803	0.644					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819	0.813
0.610	0.686	0.570	0.733	0.607					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917	0.914
0.923	0.901	0.908	0.898	0.903					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992	0.992
0.990	0.981	0.976	0.975	0.959					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992	0.991
0.995	0.993	0.993	0.995	0.992					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968	0.961
0.972	0.985	0.971	0.941	0.905					

\*\*\*\*\*

# Scenario Section

\*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)  
 CALENDAR YEAR : 2018  
 EVALUATION MONTH : 7  
 AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 10  
 DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph  
 CALENDAR YEAR : 2018  
 EVALUATION MONTH : 7  
 AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 10  
 DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph  
 CALENDAR YEAR : 2018  
 EVALUATION MONTH : 7  
 AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
 PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
 PMDDR2.CSV  
 PARTICLE SIZE : 10  
 DIESEL SULFUR : 15

\*\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
 CALENDAR YEAR : 2018  
 EVALUATION MONTH : 7

AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN

```

2030 MOBILE INPUT - CO
* Massachusetts DEP - MA 2030
* Filename MA30_SUM.INP
* revised 8/24/07 with new temperatures and IM inputs
* revised 12/7/07 to add PM2.5/10 and CO2 for Anne McGahan
* revised 4/25/08 to remove 15 year vehicle age exemption from IM program file per
Don Cooke
*
***** Header Section *****
MOBILE6 INPUT FILE
*
PARTICULATES      :
POLLUTANTS        : HC CO NOX CO2
DATABASE OUTPUT   :
WITH FIELDNAMES   :
AGGREGATED OUTPUT :
SPREADSHEET       :
EMISSIONS TABLE  : MA30_SUM.tbl REPLACE
REPORT FILE       : MA30_SUM.txt REPLACE
*
RUN DATA
***** Run Section *****
> *** Mass. 2030 with LEV II Program ***

* Pollutant output format
EXPRESS HC AS VOC :

* Mass. specific user inputs -- require external data file
REG DIST          : 2005_REG.D
I/M DESC FILE     : 09NEWIM.D

STAGE II REFUELING :
91 3 84. 84.

* Set Diesel Rebuild effects to 10% as per EPA
REBUILD EFFECTS   : 0.10

* Inputs for LEV II
94+ LDG IMP       : MA_LEV2.D
T2 EXH PHASE-IN   : LEV2EXH.D

T2 EVAP PHASE-IN  : LEV2EVAP.D

T2 CERT           : LEV2CERT.D

* Meteorological inputs
MIN/MAX TEMP      : 70.4 93.7

* Fuel inputs
FUEL RVP          : 6.8
FUEL PROGRAM      : 2 N

* 2005 Diesel Sales Fractions adjusted for Calendar Year 2030
DIESEL FRACTIONS  :
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001

```



0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
0.001	0.001	0.001	0.001	0.001					
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786					

\*\*\*\*\* Scenario Section PM 2.5 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR : 2030

EVALUATION MONTH : 7

AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV

PARTICLE SIZE : 2.5

DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph

CALENDAR YEAR : 2030

EVALUATION MONTH : 7

AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV

PARTICLE SIZE : 2.5

DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph

CALENDAR YEAR : 2030

EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Scenario Section PM 10 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN

# Particulate Matter 2.5 (PM<sub>2.5</sub>)

2009 MOBILE INPUT - PM25

\* Calendar Year 2009 Generic MOBILE6 input file for Mesoscale Build/No-Build Analyses  
\* Filename MA09\_MES.INP created by Craig Woleader, MADEP 617-348-4046,  
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,  
marc.bennett@state.ma.us

\* revised 12/2/05 to include actual diesel rebuild effects  
\* revised 12/17/08 to include new IM program program for 2009  
\*

\*\*\*\*\* Header Section \*\*\*\*\*

MOBILE6 INPUT FILE

\*

PARTICULATES :  
DATABASE OUTPUT :  
WITH FIELDNAMES :  
AGGREGATED OUTPUT :  
EMISSIONS TABLE : MA09PM25.tb1 REPLACE  
REPORT FILE : MA09PM25.txt REPLACE

\*

RUN DATA

\*\*\*\*\* Run Section #1 \*\*\*\*\*

> \*\*\* Summer 2009 \*\*\*

\* Pollutant output format

EXPRESS HC AS VOC :

\* Mass. specific user inputs -- require external data file

REG DIST : 2005\_REG.D

I/M DESC FILE : 09NEWIM.D

\* Set Diesel Rebuild effects to 10% as per EPA

REBUILD EFFECTS : 0.10

STAGE II REFUELING :

91 3 84. 84.

\* Inputs for LEV II

94+ LDG IMP : MA\_LEV2.D

T2 EXH PHASE-IN : LEV2EXH.D

T2 EVAP PHASE-IN : LEV2EVAP.D

T2 CERT : LEV2CERT.D

\* Meteorological inputs

MIN/MAX TEMP : 70.4 93.7

\* Fuel inputs

FUEL RVP : 6.8

FUEL PROGRAM : 2 N

DIESEL FRACTIONS :

0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.003	0.002	0.002
0.002	0.002	0.001	0.001	0.001	0.000	0.001	0.001	0.003	0.001
0.002	0.000	0.015	0.009	0.056					
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
0.001	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.002	0.002
0.003	0.003	0.006	0.013	0.017					
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
0.001	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.002	0.002
0.003	0.003	0.006	0.013	0.017					
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.006	0.005	0.012	0.012	0.017	0.015	0.014	0.016	0.017	0.014
0.018	0.016	0.021	0.048	0.065					
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.006	0.005	0.012	0.012	0.017	0.015	0.014	0.016	0.017	0.014

0.018	0.016	0.021	0.048	0.065					
0.176	0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206
0.243	0.176	0.285	0.267	0.212	0.255	0.295	0.249	0.251	0.188
0.175	0.182	0.186	0.219	0.184					
0.385	0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464
0.480	0.375	0.472	0.480	0.366	0.400	0.344	0.285	0.333	0.314
0.253	0.208	0.197	0.168	0.130					
0.674	0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717
0.744	0.715	0.565	0.810	0.803	0.644	0.654	0.605	0.525	0.389
0.356	0.376	0.108	0.136	0.154					
0.830	0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819
0.813	0.610	0.686	0.570	0.733	0.607	0.729	0.685	0.725	0.631
0.350	0.305	0.186	0.209	0.343					
0.884	0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917
0.914	0.923	0.901	0.908	0.898	0.903	0.876	0.804	0.844	0.782
0.702	0.679	0.554	0.529	0.568					
0.977	0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992
0.992	0.990	0.981	0.976	0.975	0.959	0.982	0.965	0.963	0.945
0.902	0.875	0.857	0.791	0.796					
0.972	0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992
0.991	0.995	0.993	0.993	0.995	0.992	0.986	0.995	0.981	0.993
0.971	0.982	0.977	0.993	0.987					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968
0.961	0.972	0.985	0.971	0.941	0.905	0.965	0.940	0.907	0.964
0.609	0.880	1.000	0.778	0.500					

```

*****          Scenario Section          *****

SCENARIO RECORD      : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 2.5
DIESEL SULFUR        : 15

SCENARIO RECORD      : MA Freeway speed 3 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 2.5
DIESEL SULFUR        : 15

SCENARIO RECORD      : MA Freeway speed 4 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF       : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV  PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE        : 2.5
DIESEL SULFUR        : 15

```

\*THROUGH\*

```

SCENARIO RECORD      : MA Freeway speed 65 mph
CALENDAR YEAR        : 2009
EVALUATION MONTH     : 7
AVERAGE SPEED        : 60.7 Freeway 92.0 0.0 0.0 8.0

```

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2009  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN





0.005	0.012	0.012	0.017	0.015					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.170	0.207	0.202	0.206	0.243
0.176	0.285	0.267	0.212	0.255					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.407	0.433	0.467	0.464	0.480
0.375	0.472	0.480	0.366	0.400					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.634	0.664	0.719	0.717	0.744
0.715	0.565	0.810	0.803	0.644					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.845	0.860	0.840	0.819	0.813
0.610	0.686	0.570	0.733	0.607					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.840	0.887	0.931	0.917	0.914
0.923	0.901	0.908	0.898	0.903					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.972	0.953	0.993	0.992	0.992
0.990	0.981	0.976	0.975	0.959					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.955	0.984	0.995	0.992	0.991
0.995	0.993	0.993	0.995	0.992					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.917	0.884	0.925	0.968	0.961
0.972	0.985	0.971	0.941	0.905					

```

*****          Scenario Section          *****

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 3 mph
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

SCENARIO RECORD : MA Freeway speed 4 mph
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7
AVERAGE SPEED   : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF   : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV
PMDDR2.CSV
PARTICLE SIZE    : 2.5
DIESEL SULFUR    : 15

                                *THROUGH*

SCENARIO RECORD : MA Freeway speed 65 mph
CALENDAR YEAR   : 2018
EVALUATION MONTH : 7

```

AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2018  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN

```

2030 MOBILE INPUT - CO
* Massachusetts DEP - MA 2030
* Filename MA30_SUM.INP
* revised 8/24/07 with new temperatures and IM inputs
* revised 12/7/07 to add PM2.5/10 and CO2 for Anne McGahan
* revised 4/25/08 to remove 15 year vehicle age exemption from IM program file per
Don Cooke
*
***** Header Section *****
MOBILE6 INPUT FILE
*
PARTICULATES      :
POLLUTANTS        : HC CO NOX CO2
DATABASE OUTPUT   :
WITH FIELDNAMES   :
AGGREGATED OUTPUT :
SPREADSHEET       :
EMISSIONS TABLE  : MA30_SUM.tbl REPLACE
REPORT FILE       : MA30_SUM.txt REPLACE
*
RUN DATA
***** Run Section *****
> *** Mass. 2030 with LEV II Program ***

* Pollutant output format
EXPRESS HC AS VOC :

* Mass. specific user inputs -- require external data file
REG DIST          : 2005_REG.D
I/M DESC FILE     : 09NEWIM.D

STAGE II REFUELING :
91 3 84. 84.

* Set Diesel Rebuild effects to 10% as per EPA
REBUILD EFFECTS   : 0.10

* Inputs for LEV II
94+ LDG IMP       : MA_LEV2.D
T2 EXH PHASE-IN   : LEV2EXH.D

T2 EVAP PHASE-IN  : LEV2EVAP.D

T2 CERT           : LEV2CERT.D

* Meteorological inputs
MIN/MAX TEMP      : 70.4 93.7

* Fuel inputs
FUEL RVP          : 6.8
FUEL PROGRAM      : 2 N

* 2005 Diesel Sales Fractions adjusted for Calendar Year 2030
DIESEL FRACTIONS  :
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001
0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001

```

0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
0.001	0.001	0.001	0.001	0.001					
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
0.005	0.005	0.005	0.005	0.005					
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
0.176	0.176	0.176	0.176	0.176					
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.385
0.385	0.385	0.385	0.385	0.385					
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674	0.674
0.674	0.674	0.674	0.674	0.674					
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
0.830	0.830	0.830	0.830	0.830					
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
0.884	0.884	0.884	0.884	0.884					
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977	0.977
0.977	0.977	0.977	0.977	0.977					
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
0.972	0.972	0.972	0.972	0.972					
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
1.000	1.000	1.000	1.000	1.000					
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786	0.786
0.786	0.786	0.786	0.786	0.786					

\*\*\*\*\* Scenario Section PM 2.5 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR : 2030

EVALUATION MONTH : 7

AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV

PARTICLE SIZE : 2.5

DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph

CALENDAR YEAR : 2030

EVALUATION MONTH : 7

AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0

PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV

PARTICLE SIZE : 2.5

DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph

CALENDAR YEAR : 2030

EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 2.5  
DIESEL SULFUR : 15

\*\*\*\*\* Scenario Section PM 10 \*\*\*\*\*

\*\*\*\*\* Freeway Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.71 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Freeway speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Freeway speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* Arterial Scenarios \*\*\*\*\*

SCENARIO RECORD : MA Arterial 2.5 mph (= minimum allowed arterial speed)  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 3 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 3 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

SCENARIO RECORD : MA Arterial speed 4 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 4 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*THROUGH\*

SCENARIO RECORD : MA Arterial speed 65 mph  
CALENDAR YEAR : 2030  
EVALUATION MONTH : 7  
AVERAGE SPEED : 65 Arterial 0.0 100.0 0.0 0.0  
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV  
PMDDR2.CSV  
PARTICLE SIZE : 10  
DIESEL SULFUR : 15

\*\*\*\*\* End of This Run \*\*\*\*\*  
END OF RUN



# Mobile Output Files

# Carbon Monoxide (CO)

\*\*\*\*\*

\* MOBILE6.2.03 (24-Sep-2003) \*

\* Input file: MA09\_WIN.INP (file 1, run 1). \*

\*\*\*\*\*

\* \*\* Winter 2009 \*\* \*

\* Reading Registration Distributions from the following external

\* data file: 2005\_REG.D

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

\* Reading I/M program description records from the following external

\* data file: 09NEWIM.D

\* 15 Year Exemption Age

\* New Annual OBD Exhaust I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Exhaust I/M program for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

\* New Annual OBD Evap I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Evap I/M program for for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

M601 Comment:

User has enabled STAGE II REFUELING.

\* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external

\* data file: MA\_LEV2.D

Reading User Supplied Tier2 Exhaust bin phase-in fractions

Data read from file: LEV2EXH.D

Reading User Supplied Tier2 EVAP phase-in fractions

Data read from file: LEV2EVAP.D

Reading User Supplied Tier2 50K certification standards

Data read from file: LEV2CERT.D

M616 Comment:

User has supplied post-1999 sulfur levels.

M614 Comment:

User supplied diesel sale fractions.

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

\* #####

M582 Warning:

The user supplied freeway average speed of 2.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

\*\*\* I/M credits for Tech1&2 vehicles were read from the following external  
data file: TECH12.D

M 48 Warning:

there are no sales for vehicle class HDGV8b

HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----										
VTM Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4
-----										
Composite Emission Factors (g/mi):										
Composite VOC :	3.598	2.691	3.186	2.831	3.852	0.832	0.771	1.217	10.68	3.021
Composite CO :	36.85	33.83	37.67	34.91	39.78	4.027	1.962	8.489	96.68	33.674
Composite NOX :	1.083	1.271	1.874	1.441	1.775	1.181	0.910	13.189	1.57	2.335
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95
-----										

\* #####

\* MA Freeway speed 3 mph

\* File 1, Run 1, Scenario 2.

\* #####

M582 Warning:

The user supplied freeway average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):										
Composite VOC :	3.180	2.406	2.879	2.539	3.510	0.817	0.756	1.189	10.03	2.706
Composite CO :	34.45	31.77	35.24	32.75	38.25	3.910	1.902	8.191	89.27	31.593
Composite NOX :	1.060	1.243	1.831	1.409	1.783	1.160	0.893	12.967	1.55	2.291
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

\* #####

\* MA Freeway speed 4 mph

\* File 1, Run 1, Scenario 3.

\* #####

M582 Warning:

The user supplied freeway average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----		
VMT Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

-----  
Composite Emission Factors (g/mi):

Composite VOC :	2.202	1.738	2.161	1.857	2.711	0.782	0.721	1.124	8.51	1.968
Composite CO :	28.83	26.96	29.56	27.69	34.68	3.636	1.763	7.494	71.94	26.732
Composite NOX :	1.006	1.178	1.730	1.333	1.801	1.109	0.854	12.449	1.51	2.189
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

-----

\*\*\*\*\*THROUGH\*\*\*\*\*

#####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

#####

M582 Warning:

The user supplied freeway average speed of 60.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)  
Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

-----  
Composite Emission Factors (g/mi):

Composite VOC :	0.468	0.449	0.598	0.491	0.305	0.322	0.264	0.274	3.49	0.469
Composite CO :	18.16	17.85	18.80	18.11	9.44	1.364	0.606	1.717	23.28	16.398
Composite NOX :	0.663	0.774	1.129	0.874	2.807	1.175	0.905	13.129	2.37	1.927
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

-----

Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

M583 Warning:

The user supplied arterial average speed of 2.5  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low



Minimum Temperature: 22.8 (F)  
Maximum Temperature: 38.3 (F)  
Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

Composite Emission Factors (g/mi):										
Composite VOC :	3.876	2.890	3.412	3.037	4.165	0.873	0.811	1.291	11.37	3.246
Composite CO :	38.34	35.13	39.29	36.30	42.71	4.268	2.084	9.100	104.23	35.111
Composite NOX :	1.116	1.311	1.935	1.487	1.728	1.229	0.947	12.747	1.56	2.331
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

M583 Warning:

The user supplied arterial average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.

Altitude: Low  
Minimum Temperature: 22.8 (F)  
Maximum Temperature: 38.3 (F)  
Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----		
VMT Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

-----

Composite Emission Factors (g/mi):

Composite VOC :	3.094	2.355	2.838	2.491	3.526	0.845	0.783	1.239	10.16	2.656
Composite CO :	33.85	31.28	34.75	32.26	39.85	4.048	1.972	8.543	90.37	31.223
Composite NOX :	1.073	1.259	1.854	1.427	1.743	1.189	0.916	12.332	1.53	2.249
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

-----

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

M583 Warning:

The user supplied arterial average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009

Month: Jan.  
Altitude: Low  
Minimum Temperature: 22.8 (F)  
Maximum Temperature: 38.3 (F)  
Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VT Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

-----

Composite Emission Factors (g/mi):

Composite VOC :	2.116	1.688	2.120	1.810	2.727	0.809	0.748	1.174	8.65	1.919
Composite CO :	28.23	26.48	29.08	27.21	36.27	3.775	1.833	7.847	73.04	26.362
Composite NOX :	1.018	1.194	1.753	1.352	1.762	1.139	0.877	11.813	1.49	2.147
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

\*\*\*\*\*THROUGH\*\*\*\*\*

#####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 128.

#####

M583 Warning:

The user supplied arterial average speed of 65.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2009  
 Month: Jan.  
 Altitude: Low  
 Minimum Temperature: 22.8 (F)  
 Maximum Temperature: 38.3 (F)  
 Absolute Humidity: 75. grains/lb  
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
 Evap I/M Program: Yes  
 ATP Program: No  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----		
VTM Distribution:	0.3454	0.3784	0.1486		0.0363	0.0005	0.0014	0.0856	0.0039	1.0000
Fuel Economy (mpg):	24.1	18.6	14.2	17.1	9.9	31.5	18.3	7.2	50.0	16.4

-----

Composite Emission Factors (g/mi):

Composite VOC :	0.457	0.441	0.586	0.482	0.296	0.317	0.259	0.266	3.54	0.459
Composite CO :	17.93	17.68	18.69	17.97	9.68	1.369	0.609	1.729	24.18	16.254
Composite NOX :	0.658	0.770	1.124	0.870	2.852	1.224	0.943	12.689	2.43	1.887
Composite CO2 :	368.2	477.9	622.8	518.8	896.5	323.2	554.7	1404.6	177.4	554.95

-----

```

*****
* MOBILE6.2.03 (24-Sep-2003) *
* Input file: MA18_WIN.INP (file 1, run 1). *
*****
*** Winter 2018 ***

```

\* Reading Registration Distributions from the following external

\* data file: 2005\_REG.D

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

\* Reading I/M program description records from the following external

\* data file: 09NEWIM.D

\* 15 Year Exemption Age

\* New Annual OBD Exhaust I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Exhaust I/M program for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

\* New Annual OBD Evap I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Evap I/M program for for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

M601 Comment:

User has enabled STAGE II REFUELING.

\* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external

\* data file: MA\_LEV2.D

Reading User Supplied Tier2 Exhaust bin phase-in fractions

Data read from file: LEV2EXH.D

Reading User Supplied Tier2 EVAP phase-in fractions

Data read from file: LEV2EVAP.D

Reading User Supplied Tier2 50K certification standards

Data read from file: LEV2CERT.D

M616 Comment:

User has supplied post-1999 sulfur levels.

M614 Comment:

User supplied diesel sale fractions.

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

\* #####

M582 Warning:

The user supplied freeway average speed of 2.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

\*\*\* I/M credits for Tech1&2 vehicles were read from the following external  
data file: TECH12.D

M 48 Warning:

there are no sales for vehicle class HDGV8b

HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----										
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----										
Composite Emission Factors (g/mi):										
Composite VOC :	1.433	1.168	1.314	1.209	1.615	0.381	0.209	0.768	10.24	1.278
Composite CO :	21.01	18.64	19.13	18.78	30.88	4.273	1.020	1.866	96.50	18.629
Composite NOX :	0.295	0.317	0.460	0.358	0.330	0.569	0.129	2.983	1.56	0.570
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----										

\* #####

\* MA Freeway speed 3 mph

\* File 1, Run 1, Scenario 2.

\* #####

M582 Warning:

The user supplied freeway average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----										
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----										
Composite Emission Factors (g/mi):										
Composite VOC :	1.256	1.034	1.175	1.074	1.459	0.374	0.204	0.750	9.60	1.139
Composite CO :	19.88	17.63	18.05	17.75	29.69	4.151	0.987	1.801	89.10	17.630
Composite NOX :	0.289	0.311	0.450	0.350	0.331	0.558	0.126	2.933	1.55	0.559
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----										

\* #####

\* MA Freeway speed 4 mph

\* File 1, Run 1, Scenario 3.

\* #####

M582 Warning:

The user supplied freeway average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No



Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):										
Composite VOC :	0.844	0.721	0.849	0.757	1.096	0.358	0.195	0.709	8.12	0.815
Composite CO :	17.25	15.28	15.54	15.35	26.91	3.866	0.912	1.648	71.80	15.295
Composite NOX :	0.275	0.295	0.426	0.332	0.335	0.534	0.121	2.817	1.51	0.535
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

\* #####

M582 Warning:

The user supplied freeway average speed of 60.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):										
Composite VOC :	0.164	0.179	0.235	0.195	0.121	0.141	0.068	0.173	3.18	0.193
Composite CO :	12.72	11.30	11.26	11.29	7.33	1.497	0.290	0.377	23.21	10.610
Composite NOX :	0.183	0.195	0.282	0.220	0.522	0.566	0.128	2.970	2.37	0.466
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

#### Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

#### M583 Warning:

The user supplied arterial average speed of 2.5  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

#### M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----										
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----										
Composite Emission Factors (g/mi):										
Composite VOC :	1.547	1.257	1.411	1.301	1.747	0.400	0.220	0.815	10.92	1.375
Composite CO :	21.69	19.27	19.81	19.42	33.15	4.524	1.085	2.001	104.03	19.322
Composite NOX :	0.304	0.328	0.472	0.368	0.321	0.592	0.134	2.885	1.55	0.570
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----										

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

M583 Warning:

The user supplied arterial average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Composite Emission Factors (g/mi):										
Composite VOC :	1.218	1.007	1.150	1.048	1.456	0.387	0.212	0.782	9.73	1.116
Composite CO :	19.59	17.38	17.79	17.50	30.93	4.296	1.025	1.878	90.19	17.455
Composite NOX :	0.293	0.315	0.454	0.354	0.324	0.573	0.130	2.792	1.52	0.550
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

M583 Warning:

The user supplied arterial average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

---

VTM Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1

---

Composite Emission Factors (g/mi):

Composite VOC :	0.806	0.695	0.824	0.731	1.093	0.371	0.202	0.741	8.24	0.792
Composite CO :	16.96	15.03	15.28	15.10	28.15	4.010	0.950	1.725	72.89	15.121
Composite NOX :	0.279	0.299	0.430	0.336	0.328	0.549	0.124	2.676	1.48	0.526
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81

---

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 128.

\* #####

M583 Warning:

The user supplied arterial average speed of 65.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M 48 Warning:

there are no sales for vehicle class HDGV8b

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2018

Month: July

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
---------------	------	--------	--------	------	------	------	------	------	----	---------

GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	32.4	18.4	7.3	50.0	16.1
-----										
Composite Emission Factors (g/mi):										
Composite VOC :	0.161	0.178	0.233	0.193	0.118	0.139	0.067	0.168	3.23	0.190
Composite CO :	12.64	11.24	11.21	11.23	7.51	1.502	0.292	0.380	24.11	10.569
Composite NOX :	0.182	0.195	0.278	0.218	0.530	0.589	0.134	2.872	2.43	0.457
Composite CO2 :	368.0	479.4	624.5	520.3	894.4	314.1	552.4	1398.6	177.4	567.81
-----										

\*\*\*\*\*

\* MOBILE6.2.01 (31-Oct-2002) \*

\* Input file: MA30\_WIN.INP (file 1, run 1). \*

\*\*\*\*\*

\* \*\*\* Mass. 2030 with LEV II Program \*\*\*

\* Reading Registration Distributions from the following external

\* data file: 2005\_REG.D

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

0.998 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

0.999 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

M 49 Warning:

1.00 MYR sum not = 1. (will normalize)

\* Reading I/M program description records from the following external

\* data file: 09NEWIM.D

\* 15 Year Exemption Age

\* New Annual OBD Exhaust I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Exhaust I/M program for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

\* New Annual OBD Evap I/M program for Light Duty MY 1996 through 2007 vehicles <=8,500 lb GVWR

\* New Annual OBD Evap I/M program for for Light Duty and Medium duty MY 2008 and later <=14,000 lb GVWR

M601 Comment:

User has enabled STAGE II REFUELING.

\* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external

\* data file: MA\_LEV2.D

Reading User Supplied Tier2 Exhaust bin phase-in fractions

Data read from file: LEV2EXH.D

Reading User Supplied Tier2 EVAP phase-in fractions

Data read from file: LEV2EVAP.D

Reading User Supplied Tier2 50K certification standards

Data read from file: LEV2CERT.D

M616 Comment:

User has supplied post-1999 sulfur levels.

M614 Comment:

User supplied diesel sale fractions.

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

\* #####

M582 Warning:

The user supplied freeway average speed of 2.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

\*\*\* I/M credits for Tech1&2 vehicles were read from the following external  
data file: TECH12.D



M 48 Warning:  
there are no sales for vehicle class HDGV8b  
M 48 Warning:  
there are no sales for vehicle class LDDV  
HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

\* Reading Ammonia (NH3) Basic Emission Rates  
\* from the external data file PMNH3BER.D  
  
\* Reading Ammonia (NH3) Sulfur Deterioration Rates  
\* from the external data file PMNH3SDR.D

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030  
Month: Jan.  
Altitude: Low  
Minimum Temperature: 22.8 (F)  
Maximum Temperature: 38.3 (F)  
Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----										
VMT Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----										
Composite Emission Factors (g/mi):										
Composite VOC :	1.310	1.147	1.215	1.166	1.470	0.000	0.150	0.691	9.99	1.204
Composite CO :	20.68	19.10	23.01	20.20	29.87	0.000	1.179	0.980	96.68	19.279
Composite NOX :	0.196	0.250	0.330	0.272	0.135	0.000	0.063	0.872	1.57	0.303
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28
-----										

\* #####  
\* MA Freeway speed 3 mph  
\* File 1, Run 1, Scenario 2.  
\* #####  
M582 Warning:  
The user supplied freeway average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----  
Composite Emission Factors (g/mi):

Composite VOC :	1.144	1.012	1.080	1.031	1.317	0.000	0.147	0.676	9.35	1.069
Composite CO :	19.55	18.02	21.62	19.04	28.72	0.000	1.142	0.946	89.27	18.200
Composite NOX :	0.192	0.244	0.323	0.266	0.136	0.000	0.062	0.856	1.55	0.297
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----

\* #####

\* MA Freeway speed 4 mph  
\* File 1, Run 1, Scenario 3.  
\* #####

M582 Warning:

The user supplied freeway average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels  
\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels  
\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels  
\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels  
\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates  
\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates  
\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----

VMT Distribution: 0.2610 0.4386 0.1723 0.0371 0.0000 0.0015 0.0858 0.0036 1.0000  
Fuel Economy (mpg): 24.1 18.5 14.2 17.0 9.9 0.0 18.4 7.3 50.0 16.0

-----  
Composite Emission Factors (g/mi):

Composite VOC : 0.755 0.697 0.766 0.716 0.961 0.000 0.139 0.638 7.86 0.753  
Composite CO : 16.92 15.50 18.38 16.31 26.04 0.000 1.054 0.866 71.94 15.682  
Composite NOX : 0.182 0.232 0.306 0.253 0.137 0.000 0.059 0.817 1.51 0.283  
Composite CO2 : 361.2 472.1 614.8 512.3 880.8 0.0 551.1 1398.0 139.6 561.28  
-----

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

\* #####

M582 Warning:

The user supplied freeway average speed of 60.7  
will be used for all hours of the day. 100% of VMT  
has been assigned to a fixed combination of freeways  
and freeway ramps for all hours of the day and all  
vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes  
Evap I/M Program: Yes  
ATP Program: No  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----  
Composite Emission Factors (g/mi):

Composite VOC :	0.126	0.161	0.199	0.172	0.107	0.000	0.045	0.156	2.90	0.166
Composite CO :	12.36	11.21	12.88	11.68	7.09	0.000	0.322	0.198	23.28	10.729
Composite NOX :	0.120	0.152	0.200	0.166	0.214	0.000	0.063	0.868	2.37	0.224
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----  
Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

M583 Warning:

The user supplied arterial average speed of 2.5  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b  
M 48 Warning:  
there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VTM Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----  
Composite Emission Factors (g/mi):

Composite VOC :	1.417	1.237	1.307	1.257	1.591	0.000	0.158	0.734	10.68	1.298
Composite CO :	21.39	19.79	23.95	20.97	32.07	0.000	1.257	1.051	104.23	20.048
Composite NOX :	0.201	0.258	0.338	0.280	0.132	0.000	0.066	0.909	1.56	0.312
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

M583 Warning:

The user supplied arterial average speed of 3.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----

Composite Emission Factors (g/mi):

Composite VOC :	1.106	0.985	1.055	1.005	1.306	0.000	0.152	0.704	9.48	1.045
Composite CO :	19.29	17.78	21.35	18.79	29.92	0.000	1.186	0.987	90.37	18.033
Composite NOX :	0.194	0.248	0.325	0.269	0.133	0.000	0.064	0.879	1.53	0.301
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

M583 Warning:

The user supplied arterial average speed of 4.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels  
\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels  
\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels  
\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels  
\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates  
\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates  
\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
-----	-----	-----	-----	-----	-----	-----	-----	-----		
VMT Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----  
Composite Emission Factors (g/mi):

Composite VOC :	0.717	0.669	0.740	0.689	0.950	0.000	0.145	0.667	7.99	0.730
Composite CO :	16.65	15.26	18.11	16.07	27.24	0.000	1.098	0.906	73.04	15.514
Composite NOX :	0.184	0.235	0.308	0.256	0.134	0.000	0.061	0.840	1.49	0.287
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----

\*\*\*\*\*THROUGH\*\*\*\*\*



\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 256.

\* #####

M583 Warning:

The user supplied arterial average speed of 65.0  
will be used for all hours of the day. 100% of VMT  
has been assigned to the arterial/collector roadway  
type for all hours of the day and all vehicle types.

\* Reading PM Gas Carbon ZML Levels

\* from the external data file PMGZML.CSV

\* Reading PM Gas Carbon DR1 Levels

\* from the external data file PMGDR1.CSV

\* Reading PM Gas Carbon DR2 Levels

\* from the external data file PMGDR2.CSV

\* Reading PM Diesel Zero Mile Levels

\* from the external data file PMDZML.CSV

\* Reading the First PM Deterioration Rates

\* from the external data file PMDDR1.CSV

\* Reading the Second PM Deterioration Rates

\* from the external data file PMDDR2.CSV

M112 Warning:

Wintertime Reformulated Gasoline Rules Apply

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDV

LEV phase-in data read from file MA\_LEV2.D

Calendar Year: 2030

Month: Jan.

Altitude: Low

Minimum Temperature: 22.8 (F)

Maximum Temperature: 38.3 (F)

Absolute Humidity: 75. grains/lb

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes

Evap I/M Program: Yes

ATP Program: No

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh

GVWR: <6000 >6000 (All)

-----

VMT Distribution:	0.2610	0.4386	0.1723		0.0371	0.0000	0.0015	0.0858	0.0036	1.0000
Fuel Economy (mpg):	24.1	18.5	14.2	17.0	9.9	0.0	18.4	7.3	50.0	16.0

-----

Composite Emission Factors (g/mi):

Composite VOC :	0.124	0.160	0.198	0.170	0.104	0.000	0.044	0.151	2.94	0.164
Composite CO :	12.32	11.18	12.89	11.66	7.27	0.000	0.324	0.200	24.18	10.714
Composite NOX :	0.119	0.152	0.196	0.164	0.217	0.000	0.065	0.905	2.43	0.226
Composite CO2 :	361.2	472.1	614.8	512.3	880.8	0.0	551.1	1398.0	139.6	561.28

-----

# Particulate Matter 10 (PM<sub>10</sub>)

\*\*\*\*\*

\* MOBILE6.2.03 (24-Sep-2003) \*

\* Input file: MA09PM10.INP (file 1, run 1). \*

\*\*\*\*\*

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000

-----  
Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0039	0.0039	0.0039	0.0039	0.0361	-----	-----	-----	0.0205	0.0048
ECARBON:	-----	-----	-----	-----	0.1044	0.0230	0.1133	-----	0.0098	
OCARBON:	-----	-----	-----	-----	0.0294	0.0331	0.0565	-----	0.0049	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0013	0.0002	0.0003	0.0009	0.0002	0.0006
Total Exhaust PM:	0.0044	0.0045	0.0045	0.0045	0.0374	0.1340	0.0563	0.1707	0.0207	0.0202
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0080	0.0080	0.0248	0.0040	0.0094
Total PM:	0.0250	0.0250	0.0250	0.0250	0.0585	0.1545	0.0769	0.2080	0.0372	0.0422
SO2:	0.0067	0.0087	0.0115	0.0095	0.0164	0.0030	0.0052	0.0131	0.0033	0.0091
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113	0.0925

-----

\* #####

\* MA Freeway speed 3 mph

\* File 1, Run 1, Scenario 2.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0039 0.0039 0.0039 0.0039 0.0361 ----- 0.0205 0.0048  
ECARBON: ----- 0.1044 0.0230 0.1133 ----- 0.0098  
OCARBON: ----- 0.0294 0.0331 0.0565 ----- 0.0049  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0044 0.0045 0.0045 0.0045 0.0374 0.1340 0.0563 0.1707 0.0207 0.0202  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0094  
Total PM: 0.0250 0.0250 0.0250 0.0250 0.0585 0.1545 0.0769 0.2080 0.0372 0.0422  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925  
-----

\* #####

\* MA Freeway speed 4 mph

\* File 1, Run 1, Scenario 3.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)  
-----

VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0039 0.0039 0.0039 0.0039 0.0361 ----- 0.0205 0.0048  
ECARBON: ----- 0.1044 0.0230 0.1133 ----- 0.0098  
OCARBON: ----- 0.0294 0.0331 0.0565 ----- 0.0049  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0044 0.0045 0.0045 0.0045 0.0374 0.1340 0.0563 0.1707 0.0207 0.0202  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0094  
Total PM: 0.0250 0.0250 0.0250 0.0250 0.0585 0.1545 0.0769 0.2080 0.0372 0.0422  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925  
-----

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0041	0.0040	0.0040	0.0040	0.0358	-----	-----	-----	0.0205	0.0049
ECARBON:	-----	-----	-----	-----	0.1044	0.0230	0.1133	-----	0.0098	
OCARBON:	-----	-----	-----	-----	0.0294	0.0331	0.0565	-----	0.0049	
SO4:	0.0002	0.0004	0.0004	0.0004	0.0018	0.0002	0.0003	0.0009	0.0001	0.0005
Total Exhaust PM:	0.0043	0.0044	0.0044	0.0044	0.0377	0.1340	0.0563	0.1707	0.0206	0.0201
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0080	0.0080	0.0248	0.0040	0.0094
Total PM:	0.0249	0.0250	0.0250	0.0250	0.0587	0.1545	0.0769	0.2080	0.0371	0.0421
SO2:	0.0068	0.0088	0.0115	0.0096	0.0162	0.0030	0.0052	0.0131	0.0033	0.0091
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113	0.0925

-----  
Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0039	0.0039	0.0038	0.0039	0.0362	-----	-----	-----	0.0205	0.0048
ECARBON:	-----	-----	-----	-----	0.1044	0.0230	0.1133	-----	0.0098	
OCARBON:	-----	-----	-----	-----	0.0294	0.0331	0.0565	-----	0.0049	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0012	0.0002	0.0003	0.0009	0.0002	0.0006

Total Exhaust PM: 0.0044 0.0045 0.0045 0.0045 0.0374 0.1340 0.0563 0.1707 0.0207 0.0202  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0094  
Total PM: 0.0250 0.0250 0.0250 0.0250 0.0585 0.1545 0.0769 0.2080 0.0372 0.0422  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925

---

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

---

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

---

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0039	0.0039	0.0038	0.0039	0.0362	-----	-----	0.0205	0.0048
ECARBON:	-----	-----	-----	-----	0.1044	0.0230	0.1133	-----	0.0098
OCARBON:	-----	-----	-----	-----	0.0294	0.0331	0.0565	-----	0.0049
SO4:	0.0005	0.0006	0.0006	0.0006	0.0012	0.0002	0.0003	0.0009	0.0002
Total Exhaust PM:	0.0044	0.0045	0.0045	0.0045	0.0374	0.1340	0.0563	0.1707	0.0207
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0080	0.0080	0.0248	0.0040
Total PM:	0.0250	0.0250	0.0250	0.0250	0.0585	0.1545	0.0769	0.2080	0.0372
SO2:	0.0067	0.0087	0.0115	0.0095	0.0164	0.0030	0.0052	0.0131	0.0033
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113

---

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0039 0.0039 0.0038 0.0039 0.0362 ----- 0.0205 0.0048  
ECARBON: ----- 0.1044 0.0230 0.1133 ----- 0.0098  
OCARBON: ----- 0.0294 0.0331 0.0565 ----- 0.0049  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0012 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0044 0.0045 0.0045 0.0045 0.0374 0.1340 0.0563 0.1707 0.0207 0.0202  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0094  
Total PM: 0.0250 0.0250 0.0250 0.0250 0.0585 0.1545 0.0769 0.2080 0.0372 0.0422  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925

-----  
\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 128.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0041 0.0040 0.0040 0.0040 0.0358 ----- 0.0205 0.0049  
ECARBON: ----- 0.1044 0.0230 0.1133 ----- 0.0098  
OCARBON: ----- 0.0294 0.0331 0.0565 ----- 0.0049  
SO4: 0.0002 0.0004 0.0004 0.0004 0.0018 0.0002 0.0003 0.0009 0.0001 0.0005  
Total Exhaust PM: 0.0043 0.0044 0.0044 0.0044 0.0377 0.1340 0.0563 0.1707 0.0206 0.0201  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0094  
Total PM: 0.0249 0.0250 0.0250 0.0250 0.0587 0.1545 0.0769 0.2080 0.0371 0.0421  
SO2: 0.0068 0.0088 0.0115 0.0096 0.0162 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925



```
*****
* MOBILE6.2.03 (24-Sep-2003)                      *
* Input file: MA18PM10.INP (file 1, run 1).        *
*****
```

```
* #####
* MA Freeway 2.71 mph (= minimum allowed freeway speed)
* File 1, Run 1, Scenario 1.
* #####
```

```
Calendar Year: 2018
Month: July
Gasoline Fuel Sulfur Content: 30. ppm
Diesel Fuel Sulfur Content: 15. ppm
Particle Size Cutoff: 10.00 Microns
Reformulated Gas: Yes
```

```
Vehicle Type:  LDGV  LDGT12  LDGT34  LDGT  HDGV  LDDV  LDDT  HDDV  MC  All Veh
GVWR:          <6000  >6000  (All)
```

```
-----
VMT Distribution: 0.2678  0.4333  0.1705          0.0372  0.0000  0.0015  0.0861  0.0037  1.0000
```

-----  
Composite Emission Factors (g/mi):

```
Lead: 0.0000  0.0000  0.0000  0.0000  0.0000  -----  -----  -----  0.0000  0.0000
GASPM: 0.0037  0.0036  0.0036  0.0036  0.0115  -----  -----  -----  0.0205  0.0037
ECARBON: -----  -----  -----  -----  0.0741  0.0048  0.0191  -----  0.0017
OCARBON: -----  -----  -----  -----  0.0209  0.0068  0.0097  -----  0.0008
SO4: 0.0005  0.0006  0.0006  0.0006  0.0014  0.0002  0.0003  0.0009  0.0002  0.0006
Total Exhaust PM: 0.0042  0.0042  0.0042  0.0042  0.0129  0.0952  0.0119  0.0297  0.0207  0.0068
Brake: 0.0125  0.0125  0.0125  0.0125  0.0125  0.0125  0.0125  0.0125  0.0125  0.0125
Tire: 0.0080  0.0080  0.0080  0.0080  0.0085  0.0080  0.0080  0.0248  0.0040  0.0095
Total PM: 0.0248  0.0248  0.0248  0.0248  0.0340  0.1157  0.0324  0.0670  0.0372  0.0288
SO2: 0.0066  0.0087  0.0115  0.0095  0.0163  0.0029  0.0052  0.0130  0.0033  0.0092
NH3: 0.1004  0.1014  0.1017  0.1015  0.0451  0.0068  0.0068  0.0270  0.0113  0.0922
-----
```

```
* #####
* MA Freeway speed 3 mph
* File 1, Run 1, Scenario 2.
* #####
```

```
Calendar Year: 2018
Month: July
Gasoline Fuel Sulfur Content: 30. ppm
Diesel Fuel Sulfur Content: 15. ppm
Particle Size Cutoff: 10.00 Microns
Reformulated Gas: Yes
```

```
Vehicle Type:  LDGV  LDGT12  LDGT34  LDGT  HDGV  LDDV  LDDT  HDDV  MC  All Veh
GVWR:          <6000  >6000  (All)
-----
```

VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0036 0.0036 0.0036 0.0115 ----- 0.0205 0.0037  
ECARBON: ----- 0.0741 0.0048 0.0191 ----- 0.0017  
OCARBON: ----- 0.0209 0.0068 0.0097 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0207 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0248 0.0248 0.0248 0.0248 0.0340 0.1157 0.0324 0.0670 0.0372 0.0288  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922  
-----

\* #####  
\* MA Freeway speed 4 mph  
\* File 1, Run 1, Scenario 3.  
\* #####

Calendar Year: 2018  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 10.00 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)  
-----

VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0036 0.0036 0.0036 0.0115 ----- 0.0205 0.0037  
ECARBON: ----- 0.0741 0.0048 0.0191 ----- 0.0017  
OCARBON: ----- 0.0209 0.0068 0.0097 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0207 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0248 0.0248 0.0248 0.0248 0.0340 0.1157 0.0324 0.0670 0.0372 0.0288  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922  
-----

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####  
\* MA Freeway speed 65 mph  
\* File 1, Run 1, Scenario 64.  
\* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 10.00 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
 Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0040	0.0038	0.0038	0.0038	0.0109	-----	-----	-----	0.0205	0.0038
ECARBON:	-----	-----	-----	-----	0.0741	0.0048	0.0191	-----	0.0017	
OCARBON:	-----	-----	-----	-----	0.0209	0.0068	0.0097	-----	0.0008	
SO4:	0.0002	0.0004	0.0004	0.0004	0.0021	0.0002	0.0003	0.0009	0.0001	0.0005
Total Exhaust PM:	0.0042	0.0042	0.0042	0.0042	0.0129	0.0952	0.0119	0.0297	0.0206	0.0068
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0080	0.0080	0.0248	0.0040	0.0095
Total PM:	0.0247	0.0247	0.0248	0.0247	0.0340	0.1157	0.0324	0.0670	0.0371	0.0288
SO2:	0.0066	0.0088	0.0115	0.0096	0.0161	0.0029	0.0052	0.0130	0.0033	0.0093
NH3:	0.1004	0.1014	0.1017	0.1015	0.0451	0.0068	0.0068	0.0270	0.0113	0.0922

-----  
 Arterial

\* #####  
 \* MA Arterial 2.5 mph (= minimum allowed arterial speed)  
 \* File 1, Run 1, Scenario 65.  
 \* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 10.00 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
 Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0037	0.0036	0.0036	0.0036	0.0116	-----	-----	-----	0.0205	0.0037
ECARBON:	-----	-----	-----	-----	0.0741	0.0048	0.0191	-----	0.0017	
OCARBON:	-----	-----	-----	-----	0.0209	0.0068	0.0097	-----	0.0008	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0013	0.0002	0.0003	0.0009	0.0002	0.0006

Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0207 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0248 0.0248 0.0248 0.0248 0.0340 0.1157 0.0324 0.0670 0.0372 0.0288  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

---

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

Calendar Year: 2018

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----  
VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

---

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0036 0.0036 0.0036 0.0116 ----- 0.0205 0.0037  
ECARBON: ----- 0.0741 0.0048 0.0191 ----- 0.0017  
OCARBON: ----- 0.0209 0.0068 0.0097 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0207 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0248 0.0248 0.0248 0.0248 0.0340 0.1157 0.0324 0.0670 0.0372 0.0288  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

---

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

Calendar Year: 2018

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0036 0.0036 0.0036 0.0116 ----- 0.0205 0.0037  
ECARBON: ----- 0.0741 0.0048 0.0191 ----- 0.0017  
OCARBON: ----- 0.0209 0.0068 0.0097 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0207 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0248 0.0248 0.0248 0.0248 0.0340 0.1157 0.0324 0.0670 0.0372 0.0288  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

-----  
\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 128.

\* #####

Calendar Year: 2018

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0040 0.0038 0.0038 0.0038 0.0109 ----- 0.0205 0.0038  
ECARBON: ----- 0.0741 0.0048 0.0191 ----- 0.0017  
OCARBON: ----- 0.0209 0.0068 0.0097 ----- 0.0008  
SO4: 0.0002 0.0004 0.0004 0.0004 0.0021 0.0002 0.0003 0.0009 0.0001 0.0005  
Total Exhaust PM: 0.0042 0.0042 0.0042 0.0042 0.0129 0.0952 0.0119 0.0297 0.0206 0.0068  
Brake: 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125 0.0125  
Tire: 0.0080 0.0080 0.0080 0.0080 0.0085 0.0080 0.0080 0.0248 0.0040 0.0095  
Total PM: 0.0247 0.0247 0.0248 0.0247 0.0340 0.1157 0.0324 0.0670 0.0371 0.0288  
SO2: 0.0066 0.0088 0.0115 0.0096 0.0161 0.0029 0.0052 0.0130 0.0033 0.0093  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

\*\*\*\*\*

\* MOBILE6.2.01 (31-Oct-2002) \*

\* Input file: MA30\_SUM.INP (file 1, run 1). \*

\*\*\*\*\*

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh

GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000

GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033

ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007

OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004

SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006

Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050

Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053

Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024

Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127

SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092

NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

-----  
\* MA Freeway speed 3 mph

\* File 1, Run 1, Scenario 2.

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh

GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000

GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033

ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007

OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004

SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006

Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050

Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053

Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024

Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127

SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\* MA Freeway speed 4 mph

\* File 1, Run 1, Scenario 3.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0035 0.0035 0.0035 0.0074 ----- 0.0142 0.0034  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0002 0.0004 0.0004 0.0004 0.0021 0.0000 0.0003 0.0009 0.0001 0.0005  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0095 0.0000 0.0086 0.0135 0.0143 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0112 0.0112 0.0170 0.0000 0.0159 0.0250 0.0206 0.0127  
SO2: 0.0065 0.0087 0.0115 0.0095 0.0161 0.0000 0.0052 0.0130 0.0033 0.0093  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

Arterial

\* #####  
\* MA Arterial 2.5 mph (= minimum allowed arterial speed)  
\* File 1, Run 1, Scenario 65.  
\* #####

Calendar Year: 2030  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\* #####  
\* MA Arterial speed 3 mph  
\* File 1, Run 1, Scenario 66.  
\* #####

Calendar Year: 2030  
Month: July



Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918  
-----

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 256.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.2607	0.4379	0.1723		0.0375	0.0000	0.0015	0.0864	0.0036	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0040	0.0038	0.0038	0.0038	0.0081	-----	-----	-----	0.0205	0.0037
ECARBON:	-----	-----	-----	-----	0.0000	0.0037	0.0090	-----	0.0008	
OCARBON:	-----	-----	-----	-----	0.0000	0.0053	0.0046	-----	0.0004	
SO4:	0.0002	0.0004	0.0004	0.0004	0.0021	0.0000	0.0003	0.0009	0.0001	0.0005
Total Exhaust PM:	0.0042	0.0042	0.0042	0.0042	0.0102	0.0000	0.0093	0.0146	0.0206	0.0054
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0000	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0000	0.0080	0.0248	0.0040	0.0095
Total PM:	0.0247	0.0247	0.0247	0.0247	0.0313	0.0000	0.0299	0.0520	0.0371	0.0274
SO2:	0.0065	0.0087	0.0115	0.0095	0.0161	0.0000	0.0052	0.0130	0.0033	0.0093
NH3:	0.0994	0.1012	0.1017	0.1013	0.0451	0.0000	0.0068	0.0270	0.0113	0.0918

# Particulate Matter 2.5 (PM<sub>2.5</sub>)

```

* MOBILE6.2.03 (24-Sep-2003)
* Input file: MA09PM25.INP (file 1, run 1).
*****

```

```
* #####
* MA Freeway 2.71 mph (= minimum allowed freeway speed)
* File 1, Run 1, Scenario 1.
* #####
```

Calendar Year: 2009  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0036	0.0036	0.0035	0.0036	0.0324	-----	-----	-----	0.0142	0.0044
ECARBON:	-----	-----	-----	-----	-----	0.0960	0.0211	0.1042	-----	0.0091
OCARBON:	-----	-----	-----	-----	-----	0.0271	0.0304	0.0520	-----	0.0045
SO4:	0.0005	0.0006	0.0006	0.0006	0.0013	0.0002	0.0003	0.0009	0.0002	0.0006
Total Exhaust PM:	0.0041	0.0042	0.0041	0.0042	0.0336	0.1233	0.0518	0.1571	0.0144	0.0186
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024
Total PM:	0.0115	0.0115	0.0115	0.0115	0.0411	0.1306	0.0592	0.1687	0.0207	0.0263
SO2:	0.0067	0.0087	0.0115	0.0095	0.0164	0.0030	0.0052	0.0131	0.0033	0.0091
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113	0.0925

```
* #####
* MA Freeway speed 3 mph
* File 1, Run 1, Scenario 2.
* #####
```

Calendar Year: 2009  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0036 0.0036 0.0035 0.0036 0.0324 ----- 0.0142 0.0044  
ECARBON: ----- 0.0960 0.0211 0.1042 ----- 0.0091  
OCARBON: ----- 0.0271 0.0304 0.0520 ----- 0.0045  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0041 0.0042 0.0041 0.0042 0.0336 0.1233 0.0518 0.1571 0.0144 0.0186  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0115 0.0115 0.0115 0.0115 0.0411 0.1306 0.0592 0.1687 0.0207 0.0263  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925  
-----

\* #####  
\* MA Freeway speed 4 mph  
\* File 1, Run 1, Scenario 3.  
\* #####

Calendar Year: 2009  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)  
-----

VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0036 0.0036 0.0035 0.0036 0.0324 ----- 0.0142 0.0044  
ECARBON: ----- 0.0960 0.0211 0.1042 ----- 0.0091  
OCARBON: ----- 0.0271 0.0304 0.0520 ----- 0.0045  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0041 0.0042 0.0041 0.0042 0.0336 0.1233 0.0518 0.1571 0.0144 0.0186  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0115 0.0115 0.0115 0.0115 0.0411 0.1306 0.0592 0.1687 0.0207 0.0263  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925  
-----

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####  
\* MA Freeway speed 65 mph  
\* File 1, Run 1, Scenario 64.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0038	0.0037	0.0036	0.0037	0.0321	-----	-----	-----	0.0142	0.0045
ECARBON:	-----	-----	-----	-----	0.0960	0.0211	0.1042	-----	0.0091	
OCARBON:	-----	-----	-----	-----	0.0271	0.0304	0.0520	-----	0.0045	
SO4:	0.0002	0.0004	0.0004	0.0004	0.0018	0.0002	0.0003	0.0009	0.0001	0.0005
Total Exhaust PM:	0.0040	0.0041	0.0041	0.0041	0.0339	0.1233	0.0518	0.1571	0.0143	0.0185
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024
Total PM:	0.0113	0.0114	0.0114	0.0114	0.0414	0.1306	0.0592	0.1687	0.0206	0.0262
SO2:	0.0068	0.0088	0.0115	0.0096	0.0162	0.0030	0.0052	0.0131	0.0033	0.0091
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113	0.0925

-----  
Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

-----  
Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0036	0.0036	0.0035	0.0036	0.0324	-----	-----	-----	0.0142	0.0044
ECARBON:	-----	-----	-----	-----	0.0960	0.0211	0.1042	-----	0.0091	
OCARBON:	-----	-----	-----	-----	0.0271	0.0304	0.0520	-----	0.0045	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0012	0.0002	0.0003	0.0009	0.0002	0.0006

Total Exhaust PM: 0.0041 0.0042 0.0041 0.0042 0.0336 0.1233 0.0518 0.1571 0.0144 0.0186  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0115 0.0115 0.0115 0.0115 0.0411 0.1306 0.0592 0.1687 0.0207 0.0263  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925

---

\* #####

\* MA Arterial speed 3 mph

\* File 1, Run 1, Scenario 66.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

---

VMT Distribution:	0.3386	0.3823	0.1504		0.0368	0.0004	0.0014	0.0862	0.0039	1.0000
-------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

---

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0036	0.0036	0.0035	0.0036	0.0324	-----	-----	-----	0.0142	0.0044
ECARBON:	-----	-----	-----	-----	-----	0.0960	0.0211	0.1042	-----	0.0091
OCARBON:	-----	-----	-----	-----	-----	0.0271	0.0304	0.0520	-----	0.0045
SO4:	0.0005	0.0006	0.0006	0.0006	0.0012	0.0002	0.0003	0.0009	0.0002	0.0006
Total Exhaust PM:	0.0041	0.0042	0.0041	0.0042	0.0336	0.1233	0.0518	0.1571	0.0144	0.0186
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024
Total PM:	0.0115	0.0115	0.0115	0.0115	0.0411	0.1306	0.0592	0.1687	0.0207	0.0263
SO2:	0.0067	0.0087	0.0115	0.0095	0.0164	0.0030	0.0052	0.0131	0.0033	0.0091
NH3:	0.1014	0.1015	0.1016	0.1016	0.0451	0.0068	0.0068	0.0270	0.0113	0.0925

---

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0036 0.0036 0.0035 0.0036 0.0324 ----- 0.0142 0.0044  
ECARBON: ----- 0.0960 0.0211 0.1042 ----- 0.0091  
OCARBON: ----- 0.0271 0.0304 0.0520 ----- 0.0045  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0012 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0041 0.0042 0.0041 0.0042 0.0336 0.1233 0.0518 0.1571 0.0144 0.0186  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0115 0.0115 0.0115 0.0115 0.0411 0.1306 0.0592 0.1687 0.0207 0.0263  
SO2: 0.0067 0.0087 0.0115 0.0095 0.0164 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925

-----  
\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 128.

\* #####

Calendar Year: 2009

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

-----  
VMT Distribution: 0.3386 0.3823 0.1504 0.0368 0.0004 0.0014 0.0862 0.0039 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0038 0.0037 0.0036 0.0037 0.0321 ----- 0.0142 0.0045  
ECARBON: ----- 0.0960 0.0211 0.1042 ----- 0.0091  
OCARBON: ----- 0.0271 0.0304 0.0520 ----- 0.0045  
SO4: 0.0002 0.0004 0.0004 0.0004 0.0018 0.0002 0.0003 0.0009 0.0001 0.0005  
Total Exhaust PM: 0.0040 0.0041 0.0041 0.0041 0.0339 0.1233 0.0518 0.1571 0.0143 0.0185  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0113 0.0114 0.0114 0.0114 0.0414 0.1306 0.0592 0.1687 0.0206 0.0262  
SO2: 0.0068 0.0088 0.0115 0.0096 0.0162 0.0030 0.0052 0.0131 0.0033 0.0091  
NH3: 0.1014 0.1015 0.1016 0.1016 0.0451 0.0068 0.0068 0.0270 0.0113 0.0925



\*\*\*\*\*  
 \* MOBILE6.2.03 (24-Sep-2003) \*  
 \* Input file: MA18PM25.INP (file 1, run 1). \*  
 \*\*\*\*\*

\* #####  
 \* MA Freeway 2.71 mph (= minimum allowed freeway speed)  
 \* File 1, Run 1, Scenario 1.  
 \* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 2.50 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000

-----  
 Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0035	0.0033	0.0033	0.0033	0.0105	-----	-----	-----	0.0142	0.0034
ECARBON:	-----	-----	-----	-----	0.0682	0.0044	0.0175	-----	0.0015	
OCARBON:	-----	-----	-----	-----	0.0192	0.0063	0.0089	-----	0.0008	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0014	0.0002	0.0003	0.0009	0.0002	0.0006
Total Exhaust PM:	0.0039	0.0039	0.0039	0.0039	0.0119	0.0876	0.0109	0.0274	0.0144	0.0063
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024
Total PM:	0.0113	0.0113	0.0113	0.0113	0.0193	0.0949	0.0183	0.0389	0.0207	0.0140
SO2:	0.0066	0.0087	0.0115	0.0095	0.0163	0.0029	0.0052	0.0130	0.0033	0.0092
NH3:	0.1004	0.1014	0.1017	0.1015	0.0451	0.0068	0.0068	0.0270	0.0113	0.0922

-----

\* #####  
 \* MA Freeway speed 3 mph  
 \* File 1, Run 1, Scenario 2.  
 \* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 2.50 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----

VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0035 0.0033 0.0033 0.0033 0.0105 ----- 0.0142 0.0034  
ECARBON: ----- 0.0682 0.0044 0.0175 ----- 0.0015  
OCARBON: ----- 0.0192 0.0063 0.0089 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0119 0.0876 0.0109 0.0274 0.0144 0.0063  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0113 0.0113 0.0113 0.0113 0.0193 0.0949 0.0183 0.0389 0.0207 0.0140  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922  
-----

\* #####  
\* MA Freeway speed 4 mph  
\* File 1, Run 1, Scenario 3.  
\* #####

Calendar Year: 2018  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)  
-----

VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0035 0.0033 0.0033 0.0033 0.0105 ----- 0.0142 0.0034  
ECARBON: ----- 0.0682 0.0044 0.0175 ----- 0.0015  
OCARBON: ----- 0.0192 0.0063 0.0089 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0119 0.0876 0.0109 0.0274 0.0144 0.0063  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0113 0.0113 0.0113 0.0113 0.0193 0.0949 0.0183 0.0389 0.0207 0.0140  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922  
-----

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####  
\* MA Freeway speed 65 mph  
\* File 1, Run 1, Scenario 64.  
\* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 2.50 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000

-----

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0037	0.0035	0.0035	0.0035	0.0099	-----	-----	-----	0.0142	0.0035
ECARBON:	-----	-----	-----	-----	0.0682	0.0044	0.0175	-----	0.0015	
OCARBON:	-----	-----	-----	-----	0.0192	0.0063	0.0089	-----	0.0008	
SO4:	0.0002	0.0004	0.0004	0.0004	0.0021	0.0002	0.0003	0.0009	0.0001	0.0005
Total Exhaust PM:	0.0039	0.0039	0.0039	0.0039	0.0120	0.0876	0.0109	0.0274	0.0143	0.0063
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024
Total PM:	0.0112	0.0112	0.0112	0.0112	0.0194	0.0949	0.0183	0.0389	0.0206	0.0140
SO2:	0.0066	0.0088	0.0115	0.0096	0.0161	0.0029	0.0052	0.0130	0.0033	0.0093
NH3:	0.1004	0.1014	0.1017	0.1015	0.0451	0.0068	0.0068	0.0270	0.0113	0.0922

-----

Arterial

\* #####

\* MA Arterial 2.5 mph (= minimum allowed arterial speed)

\* File 1, Run 1, Scenario 65.

\* #####

Calendar Year: 2018  
 Month: July  
 Gasoline Fuel Sulfur Content: 30. ppm  
 Diesel Fuel Sulfur Content: 15. ppm  
 Particle Size Cutoff: 2.50 Microns  
 Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000

-----

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
GASPM:	0.0034	0.0033	0.0033	0.0033	0.0105	-----	-----	-----	0.0142	0.0034
ECARBON:	-----	-----	-----	-----	0.0682	0.0044	0.0175	-----	0.0015	
OCARBON:	-----	-----	-----	-----	0.0192	0.0063	0.0089	-----	0.0008	
SO4:	0.0005	0.0006	0.0006	0.0006	0.0013	0.0002	0.0003	0.0009	0.0002	0.0006
Total Exhaust PM:	0.0039	0.0039	0.0039	0.0039	0.0119	0.0876	0.0109	0.0274	0.0144	0.0063

Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0113 0.0113 0.0113 0.0113 0.0193 0.0949 0.0183 0.0389 0.0207 0.0140  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

\*\*\*\*\*  
\* MA Arterial speed 3 mph  
\* File 1, Run 1, Scenario 66.  
\*\*\*\*\*

Calendar Year: 2018  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

-----  
VMT Distribution: 0.2678 0.4333 0.1705 0.0372 0.0000 0.0015 0.0861 0.0037 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0105 ----- 0.0142 0.0034  
ECARBON: ----- 0.0682 0.0044 0.0175 ----- 0.0015  
OCARBON: ----- 0.0192 0.0063 0.0089 ----- 0.0008  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0002 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0119 0.0876 0.0109 0.0274 0.0144 0.0063  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0020 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0113 0.0113 0.0113 0.0113 0.0193 0.0949 0.0183 0.0389 0.0207 0.0140  
SO2: 0.0066 0.0087 0.0115 0.0095 0.0163 0.0029 0.0052 0.0130 0.0033 0.0092  
NH3: 0.1004 0.1014 0.1017 0.1015 0.0451 0.0068 0.0068 0.0270 0.0113 0.0922

-----  
\*\*\*\*\*  
\* MA Arterial speed 4 mph  
\* File 1, Run 1, Scenario 67.  
\*\*\*\*\*

Calendar Year: 2018  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
---------------	------	--------	--------	------	------	------	------	------	----	---------

GVWR:	<6000	>6000	(All)								
-----											
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000	
-----											
Composite Emission Factors (g/mi):											
Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000	
GASPM:	0.0034	0.0033	0.0033	0.0033	0.0105	-----	-----	-----	0.0142	0.0034	
ECARBON:	-----	-----	-----	-----	0.0682	0.0044	0.0175	-----	0.0015		
OCARBON:	-----	-----	-----	-----	0.0192	0.0063	0.0089	-----	0.0008		
SO4:	0.0005	0.0006	0.0006	0.0006	0.0013	0.0002	0.0003	0.0009	0.0002	0.0006	
Total Exhaust PM:	0.0039	0.0039	0.0039	0.0039	0.0119	0.0876	0.0109	0.0274	0.0144	0.0063	
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024	
Total PM:	0.0113	0.0113	0.0113	0.0113	0.0193	0.0949	0.0183	0.0389	0.0207	0.0140	
SO2:	0.0066	0.0087	0.0115	0.0095	0.0163	0.0029	0.0052	0.0130	0.0033	0.0092	
NH3:	0.1004	0.1014	0.1017	0.1015	0.0451	0.0068	0.0068	0.0270	0.0113	0.0922	
-----											
*****THROUGH*****											
* #####											
* MA Arterial speed 65 mph											
* File 1, Run 1, Scenario 128.											
* #####											
Calendar Year: 2018											
Month: July											
Gasoline Fuel Sulfur Content: 30. ppm											
Diesel Fuel Sulfur Content: 15. ppm											
Particle Size Cutoff: 2.50 Microns											
Reformulated Gas: Yes											
Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh	
GVWR:	<6000	>6000	(All)								
-----											
VMT Distribution:	0.2678	0.4333	0.1705		0.0372	0.0000	0.0015	0.0861	0.0037	1.0000	
-----											
Composite Emission Factors (g/mi):											
Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000	
GASPM:	0.0037	0.0035	0.0035	0.0035	0.0099	-----	-----	-----	0.0142	0.0035	
ECARBON:	-----	-----	-----	-----	0.0682	0.0044	0.0175	-----	0.0015		
OCARBON:	-----	-----	-----	-----	0.0192	0.0063	0.0089	-----	0.0008		
SO4:	0.0002	0.0004	0.0004	0.0004	0.0021	0.0002	0.0003	0.0009	0.0001	0.0005	
Total Exhaust PM:	0.0039	0.0039	0.0039	0.0039	0.0120	0.0876	0.0109	0.0274	0.0143	0.0063	
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	
Tire:	0.0020	0.0020	0.0020	0.0020	0.0021	0.0020	0.0020	0.0062	0.0010	0.0024	
Total PM:	0.0112	0.0112	0.0112	0.0112	0.0194	0.0949	0.0183	0.0389	0.0206	0.0140	
SO2:	0.0066	0.0088	0.0115	0.0096	0.0161	0.0029	0.0052	0.0130	0.0033	0.0093	
NH3:	0.1004	0.1014	0.1017	0.1015	0.0451	0.0068	0.0068	0.0270	0.0113	0.0922	
-----											

\*\*\*\*\*

\* MOBILE6.2.01 (31-Oct-2002) \*

\* Input file: MA30\_SUM.INP (file 1, run 1). \*

\*\*\*\*\*

\* #####

\* MA Freeway 2.71 mph (= minimum allowed freeway speed)

\* File 1, Run 1, Scenario 1.

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh

GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000

GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033

ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007

OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004

SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006

Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050

Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053

Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024

Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127

SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092

NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

-----  
\* MA Freeway speed 3 mph

\* File 1, Run 1, Scenario 2.

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh

GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000

GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033

ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007

OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004

SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006

Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050

Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053

Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024

Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127

SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\* MA Freeway speed 4 mph

\* File 1, Run 1, Scenario 3.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0080 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0014 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0112 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Freeway speed 65 mph

\* File 1, Run 1, Scenario 64.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 2.50 Microns

Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0037 0.0035 0.0035 0.0035 0.0074 ----- 0.0142 0.0034  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0002 0.0004 0.0004 0.0004 0.0021 0.0000 0.0003 0.0009 0.0001 0.0005  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0095 0.0000 0.0086 0.0135 0.0143 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0112 0.0112 0.0170 0.0000 0.0159 0.0250 0.0206 0.0127  
SO2: 0.0065 0.0087 0.0115 0.0095 0.0161 0.0000 0.0052 0.0130 0.0033 0.0093  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

Arterial

\* #####  
\* MA Arterial 2.5 mph (= minimum allowed arterial speed)  
\* File 1, Run 1, Scenario 65.  
\* #####

Calendar Year: 2030  
Month: July  
Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\* #####  
\* MA Arterial speed 3 mph  
\* File 1, Run 1, Scenario 66.  
\* #####

Calendar Year: 2030  
Month: July



Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918  
-----

\* #####

\* MA Arterial speed 4 mph

\* File 1, Run 1, Scenario 67.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm  
Diesel Fuel Sulfur Content: 15. ppm  
Particle Size Cutoff: 2.50 Microns  
Reformulated Gas: Yes

Vehicle Type: LDGV LDGT12 LDGT34 LDGT HDGV LDDV LDDT HDDV MC All Veh  
GVWR: <6000 >6000 (All)

VMT Distribution: 0.2607 0.4379 0.1723 0.0375 0.0000 0.0015 0.0864 0.0036 1.0000

-----  
Composite Emission Factors (g/mi):

Lead: 0.0000 0.0000 0.0000 0.0000 0.0000 ----- 0.0000 0.0000  
GASPM: 0.0034 0.0033 0.0033 0.0033 0.0081 ----- 0.0142 0.0033  
ECARBON: ----- 0.0000 0.0034 0.0083 ----- 0.0007  
OCARBON: ----- 0.0000 0.0049 0.0043 ----- 0.0004  
SO4: 0.0005 0.0006 0.0006 0.0006 0.0013 0.0000 0.0003 0.0009 0.0002 0.0006  
Total Exhaust PM: 0.0039 0.0039 0.0039 0.0039 0.0094 0.0000 0.0086 0.0135 0.0144 0.0050  
Brake: 0.0053 0.0053 0.0053 0.0053 0.0053 0.0000 0.0053 0.0053 0.0053 0.0053  
Tire: 0.0020 0.0020 0.0020 0.0020 0.0021 0.0000 0.0020 0.0062 0.0010 0.0024  
Total PM: 0.0112 0.0112 0.0113 0.0113 0.0169 0.0000 0.0159 0.0250 0.0207 0.0127  
SO2: 0.0064 0.0087 0.0115 0.0095 0.0163 0.0000 0.0052 0.0130 0.0033 0.0092  
NH3: 0.0994 0.1012 0.1017 0.1013 0.0451 0.0000 0.0068 0.0270 0.0113 0.0918

\*\*\*\*\*THROUGH\*\*\*\*\*

\* #####

\* MA Arterial speed 65 mph

\* File 1, Run 1, Scenario 256.

\* #####

Calendar Year: 2030

Month: July

Gasoline Fuel Sulfur Content: 30. ppm

Diesel Fuel Sulfur Content: 15. ppm

Particle Size Cutoff: 10.00 Microns

Reformulated Gas: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							

VT Distribution:	0.2607	0.4379	0.1723		0.0375	0.0000	0.0015	0.0864	0.0036	1.0000
------------------	--------	--------	--------	--	--------	--------	--------	--------	--------	--------

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	-----	-----	-----	0.0000	0.0000
-------	--------	--------	--------	--------	--------	-------	-------	-------	--------	--------

GASPM:	0.0040	0.0038	0.0038	0.0038	0.0081	-----	-----	-----	0.0205	0.0037
--------	--------	--------	--------	--------	--------	-------	-------	-------	--------	--------

ECARBON:	-----	-----	-----	-----	0.0000	0.0037	0.0090	-----	0.0008	
----------	-------	-------	-------	-------	--------	--------	--------	-------	--------	--

OCARBON:	-----	-----	-----	-----	0.0000	0.0053	0.0046	-----	0.0004	
----------	-------	-------	-------	-------	--------	--------	--------	-------	--------	--

SO4:	0.0002	0.0004	0.0004	0.0004	0.0021	0.0000	0.0003	0.0009	0.0001	0.0005
------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Total Exhaust PM:	0.0042	0.0042	0.0042	0.0042	0.0102	0.0000	0.0093	0.0146	0.0206	0.0054
-------------------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0000	0.0125	0.0125	0.0125	0.0125
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Tire:	0.0080	0.0080	0.0080	0.0080	0.0085	0.0000	0.0080	0.0248	0.0040	0.0095
-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Total PM:	0.0247	0.0247	0.0247	0.0247	0.0313	0.0000	0.0299	0.0520	0.0371	0.0274
-----------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

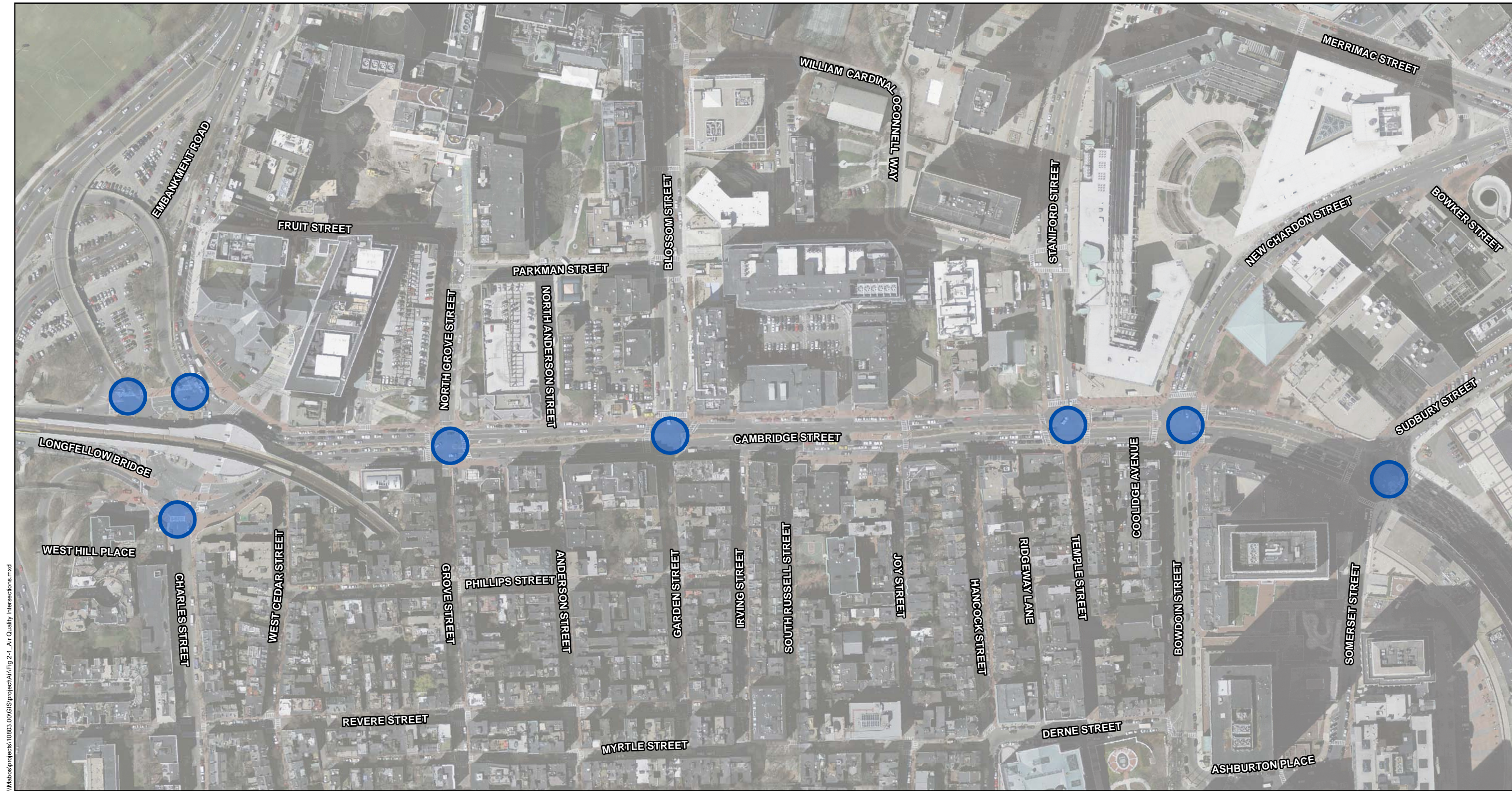
SO2:	0.0065	0.0087	0.0115	0.0095	0.0161	0.0000	0.0052	0.0130	0.0033	0.0093
------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

NH3:	0.0994	0.1012	0.1017	0.1013	0.0451	0.0000	0.0068	0.0270	0.0113	0.0918
------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

# Microscale (Local) Analysis


# Intersection Reception Map

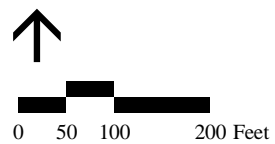




\\Mabes\projects\10803.00\GIS\project\MapFig 2-1\_Air Quality Intersections.mxd

# Legend

 Study Intersections



Moving Massachusetts Forward.  
**massDOT**  
Massachusetts Department of Transportation

 **Red Line  
Blue Line**  
CONNECTOR

## Red Line/ Blue Line Connector Project

**Figure 2-1**

Air Quality  
Microscale Study Intersections  
Red Line/Blue Line Connector  
Boston, Massachusetts

Sources: MassGIS & BWSC



# Cal3QHC Input Files

# Carbon Monoxide (CO)

2009 Existing Condition_East_CO									
'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0	
'Camb/Sud NE1'	3958.08	78.22	6						
'Cam/Sud NE2'	3900.42	30.26	6						
'Camb/Sud NE3'	3842.77	-17.71	6						
'Camb/Sud NE4'	3899.49	-66.78	6						
'Camb/Sud NE5'	3956.21	-115.85	6						
'Camb/Sud SE1'	3877.88	-233.21	6						
'Camb/Sud SE2'	3820.91	-183.92	6						
'Camb/Sud SE3'	3769.71	-139.62	6						
'Camb/Sud SE4'	3761.68	-202.11	6						
'Camb/Sud SE5'	3752.12	-276.5	6						
'Camb/Sud SW1'	3681.18	-247.93	6						
'Camb/Sud SW2'	3690.74	-173.54	6						
'Camb/Sud SW3'	3700.3	-99.15	6						
'Camb/Sud SW4'	3628.42	-77.72	6						
'Camb/Sud SW5'	3556.55	-56.3	6						
'Camb/Sud NW1'	3605.82	69.89	6						
'Camb/Sud NW2'	3677.69	48.46	6						
'Camb/Sud NW3'	3749.57	27.03	6						
'Camb/Sud NW4'	3807.22	75	6						
'Camb/Sud NW5'	3864.88	122.96	6						
'Camb/Char NE1'	3453.23	271.09	0						
'Camb/Char NE2'	3424.58	201.77	6						
'Camb/Char NE3'	3395.93	132.46	6						
'Camb/Char NE4'	3467.81	111.03	6						
'Camb/Char NE5'	3539.68	89.61	6						
'Camb/Char SE1'	3523.77	-46.52	6						
'Camb/Char SE2'	3451.9	-25.1	6						
'Camb/Char SE3'	3380.03	-3.67	6						
'Camb/Char SE4'	3381.02	-78.66	6						
'Camb/Char SE5'	3382.01	-153.66	6						
'Camb/Char SW1'	3285.14	-164.3	6						
'Camb/Char SW2'	3284.15	-89.31	6						
'Camb/Char SW3'	3283.16	-14.31	6						
'Camb/Char SW4'	3222.95	-15.68	6						
'Camb/Char SW5'	3133.2	-17.71	6						
'Camb/Char NW1'	3135.98	105.39	6						
'Camb/Char NW2'	3211.62	107.1	6						
'Camb/Char NW3'	3286.6	108.8	6						
'Camb/Char NW4'	3315.25	178.11	6						
'Camb/Char NW5'	3343.9	247.42	6						
'Camb/Stan NE1'	3125.69	255.03	6						
'Camb/Stan NE2'	3130.83	180.39	6						
'Camb/Stan NE3'	3135.98	105.39	6						
'Camb/Stan NE4'	3210.96	107.08	6						
'Camb/Stan NE5'	3285.94	108.78	6						
'Camb/Stan SE1'	3272.87	-14.55	6						
'Camb/Stan SE2'	3197.89	-16.24	6						
'Camb/Stan SE3'	3122.91	-17.94	6						
'Camb/Stan SE4'	3128.56	-92.73	6						
'Camb/Stan SE5'	3134.21	-167.52	6						
'Camb/Stan SW1'	3084.41	-171.96	6						
'Camb/Stan SW2'	3078.76	-97.18	6						
'Camb/Stan SW3'	3073.1	-22.39	6						
'Camb/Stan SW4'	2998.13	-24.41	6						
'Camb/Stan SW5'	2923.16	-26.43	6						
'Camb/Stan NW1'	2886.64	89.63	6						
'Camb/Stan NW2'	2961.62	91.28	6						
'Camb/Stan NW3'	3036.6	92.94	6						
'Camb/Stan NW4'	3031.46	167.76	6						
'Camb/Stan NW5'	3026.31	242.59	6						
'2009 Existing Condition'	70	1	0						'C'



2											
'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1			
100 96 3 65	87.778	1600	1 3								
2											
'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2			
100 73 3 335	87.778	1600	1 3								
2											
'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1			
100 73 3 145	87.778	1600	1 3								
2											
'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1			
100 77 3 210	87.778	1600	1 3								
2											
'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4			
100 54 3 1165	87.778	1600	1 3								
2											
'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2			
100 68 3 390	87.778	1600	1 3								
2											
'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1			
100 84 3 175	87.778	1600	1 3								
2											
'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2			
100 74 3 295	87.778	1600	1 3								
2											
'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3			
100 68 3 775	87.778	1600	1 3								
2											
'Camb/Staniford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2			
100 53 3 870	87.778	1600	1 3								
2											
'Staniford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2			
100 73 3 410	87.778	1600	1 3								
2											
'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1			
100 88 3 5	87.778	1600	1 3								
2											
'Camb/Staniford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1			
100 74 3 305	87.778	1600	1 3								
2											
'Camb/Staniford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2			
100 65 3 595	87.778	1600	1 3								
2											
'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2			
100 74 3 285	87.778	1600	1 3								
2											
'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1			
100 74 3 40	87.778	1600	1 3								
2											
'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2			
100 47 3 930	87.778	1600	1 3								
2											
'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2			
100 26 3 780	87.778	1600	1 3								
2											
'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1			
100 79 3 150	87.778	1600	1 3								
2											
'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3			
100 46 3 1140	87.778	1600	1 3								
2											
'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3			
100 27 3 1045	87.778	1600	1 3								





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	13.601	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	13.601	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	14.378	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	14.378	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	13.601	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	13.601	1
30								
1	0	4	1000	0	'Y'	10	0	36

2009 Existing Condition\_West\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2009 Existing Condition'	70	1	0				'C'	

[illegible]







'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	13.601	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	13.601	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	14.378	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	14.378	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	13.601	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	13.601	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 No Build\_East\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2018 No Build Condition'	70	1	0					'C'

[illegible]

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70 3 1330	48.305	1600	1	3				
2									
'Camb/Under Bridge R '	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30 3 420	48.305	1600	1	3				
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30 3 460	48.305	1600	1	3				
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70 3 370	48.305	1600	1	3				
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70 3 315	48.305	1600	1	3				
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70 3 560	48.305	1600	1	3				
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72 3 1395	48.305	1600	1	3				
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55 3 760	48.305	1600	1	3				
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62 3 450	48.305	1600	1	3				
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1275	8.867	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	755	8.859	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	415	8.859	1	54
1									
'Camb/Sud/Chardon '	'AG'	3347.18	76.56	3764.64	-47.9	1740	8.867	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	945	8.859	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.859	1	77
1									
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04	1835	8.867	1	
103									
1									
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51	1020	8.859	1	
80									
1									
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.859	1	
30									
1									
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	960	8.867	1	51
1									
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1115	8.867	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1240	8.867	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1120	8.867	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	260	9.281	1	60
1									



'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	9.363	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	9.363	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	8.859	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	8.859	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 No Build\_West\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2018 No Build Condition'	70	1	0				'C'	

[illegible]



2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70 3 1330	48.305	1600	1	3				
2									
'Camb/Under Bridge R'	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30 3 420	48.305	1600	1	3				
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30 3 460	48.305	1600	1	3				
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70 3 370	48.305	1600	1	3				
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70 3 315	48.305	1600	1	3				
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70 3 560	48.305	1600	1	3				
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72 3 1395	48.305	1600	1	3				
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55 3 760	48.305	1600	1	3				
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62 3 450	48.305	1600	1	3				
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1275	8.867	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	755	8.859	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	415	8.859	1	54
1									
'Camb/Sud/Chardon'	'AG'	3347.18	76.56	3764.64	-47.9	1740	8.867	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	945	8.859	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.859	1	77
1									
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04	1835	8.867	1	
103									
1									
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51	1020	8.859	1	
80									
1									
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.859	1	
30									
1									
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	960	8.867	1	51
1									
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1115	8.867	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1240	8.867	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1120	8.867	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	260	9.281		



'Storow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	9.363	1
54								
1								
'Storow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	9.363	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	8.859	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	8.859	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 Build\_East\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2018 Build Condition'	70	1	0	'C'				

	2									
'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1		
100 96 3 65	48.305	1600	1 3							
2										
'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2		
100 73 3 340	48.305	1600	1 3							
2										
'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1		
100 73 3 145	48.305	1600	1 3							
2										
'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1		
100 77 3 220	48.305	1600	1 3							
2										
'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4		
100 54 3 1255	48.305	1600	1 3							
2										
'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2		
100 68 3 405	48.305	1600	1 3							
2										
'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1		
100 84 3 210	48.305	1600	1 3							
2										
'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2		
100 74 3 350	48.305	1600	1 3							
2										
'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3		
100 68 3 905	48.305	1600	1 3							
2										
'Camb/Stanimford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2		
100 53 3 895	48.305	1600	1 3							
2										
'Staniford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2		
100 73 3 440	48.305	1600	1 3							
2										
'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1		
100 88 3 5	48.305	1600	1 3							
2										
'Camb/Stanimford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1		
100 74 3 385	48.305	1600	1 3							
2										
'Camb/Stanimford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2		
100 65 3 705	48.305	1600	1 3							
2										
'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2		
100 74 3 320	48.305	1600	1 3							
2										
'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1		
100 74 3 35	48.305	1600	1 3							
2										
'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2		
100 47 3 1115	48.305	1600	1 3							
2										
'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2		
100 26 3 925	48.305	1600	1 3							
2										
'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1		
100 79 3 180	48.305	1								





'Storow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	9.363	1
54								
1								
'Storow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	9.363	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	8.859	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	8.859	1
30								
1	0	4	1000	0	'Y'	10	0	36



2018 Build\_West\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2018 Build Condition'	70	1	0	'C'				

[illegible]

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70 3 1295	48.305	1600	1	3				
2									
'Camb/Under Bridge R '	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30 3 215	48.305	1600	1	3				
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30 3 455	48.305	1600	1	3				
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70 3 365	48.305	1600	1	3				
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70 3 305	48.305	1600	1	3				
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70 3 550	48.305	1600	1	3				
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72 3 1385	48.305	1600	1	3				
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55 3 750	48.305	1600	1	3				
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62 3 445	48.305	1600	1	3				
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1230	8.859	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	630	8.859	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	405	8.859	1	54
1									
'Camb/Sud/Chardon '	'AG'	3347.18	76.56	3764.64	-47.9	1660	8.321	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	560	8.859	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.859	1	77
1									
'Camb/Char/Stanimford'	'AG'	3085.65	42.73	3320.18	48.04	1800	8.321	1	
103									
1									
'Camb/Stanimford North'	'AG'	3089.84	47.57	3070.8	324.51	1030	8.859	1	
80									
1									
'Camb/Stanimford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.859	1	
30									
1									
'Camb/Stanim/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	950	8.321	1	51
1									
'Camb/Stanim/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1090	8.321	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1185	8.321	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1105	8.321	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	255	9.281	1	60
1									



'Storow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	9.363	1
54								
1								
'Storow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	9.363	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	8.859	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	8.859	1
30								
1	0	4	1000	0	'Y'	10	0	36

## 2030 No Build\_East\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 No Build Condition'	70	1	0				'C'	

[illegible]

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70	3	1330	44.84	1600	1	3		
2									
'Camb/Under Bridge R'	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30	3	420	44.84	1600	1	3		
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30	3	460	44.84	1600	1	3		
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70	3	370	44.84	1600	1	3		
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70	3	315	44.84	1600	1	3		
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70	3	560	44.84	1600	1	3		
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72	3	1395	44.84	1600	1	3		
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55	3	760	44.84	1600	1	3		
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62	3	450	44.84	1600	1	3		
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1275	8.321	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	755	8.313	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	415	8.313	1	54
1									
'Camb/Sud/Chardon'	'AG'	3347.18	76.56	3764.64	-47.9	1740	8.321	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	945	8.313	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.313	1	77
1									
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04	1835	8.321	1	
103									
1									
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51	1020	8.313	1	
80									
1									
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.313	1	
30									
1									
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	960	8.321	1	51
1									
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1115	8.321	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1240	8.321	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1120	8.321	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	260	8.70	1	6





'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	8.788	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	8.313	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	8.313	1
30								
1	0	4	1000	0	'Y'	10	0	36

2030 No Build\_West\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2030 No Build Condition'	70	1	0					'C'

2											
'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1			
100	96	3	65	44.84	1600	1	3				
2											
'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2			
100	73	3	340	44.84	1600	1	3				
2											
'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1			
100	73	3	145	44.84	1600	1	3				
2											
'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1			
100	77	3	220	44.84	1600	1	3				
2											
'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4			
100	54	3	1335	44.84	1600	1	3				
2											
'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2			
100	68	3	405	44.84	1600	1	3				
2											
'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1			
100	84	3	210	44.84	1600	1	3				
2											
'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2			
100	74	3	350	44.84	1600	1	3				
2											
'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3			
100	68	3	940	44.84	1600	1	3				
2											
'Camb/Staniford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2			
100	53	3	895	44.84	1600	1	3				
2											
'Staniford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2			
100	73	3	440	44.84	1600	1	3				
2											
'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1			
100	88	3	5	44.84	1600	1	3				
2											
'Camb/Staniford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1			
100	74	3	375	44.84	1600	1	3				
2											
'Camb/Staniford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2			
100	65	3	740	44.84	1600	1	3				
2											
'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2			
100	74	3	400	44.84	1600	1	3				
2											
'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1			
100	74	3	40	44.84	1600	1	3				
2											
'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2			
100	47	3	1170	44.84	1600	1	3				
2											
'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2			
100	26	3	940	44.84	1600	1	3				
2											
'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1			
100	79	3	180	44.84	1600	1	3				
2											
'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3			
100	46	3	1240	44.84	1600	1	3				
2											
'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3			
100	27	3	1140	44.84	1600	1	3				

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70 3 1330	44.84	1600	1	3				
2									
'Camb/Under Bridge R '	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30 3 420	44.84	1600	1	3				
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30 3 460	44.84	1600	1	3				
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70 3 370	44.84	1600	1	3				
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70 3 315	44.84	1600	1	3				
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70 3 560	44.84	1600	1	3				
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72 3 1395	44.84	1600	1	3				
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55 3 760	44.84	1600	1	3				
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62 3 450	44.84	1600	1	3				
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1275	8.321	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	755	8.313	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	415	8.313	1	54
1									
'Camb/Sud/Chardon '	'AG'	3347.18	76.56	3764.64	-47.9	1740	8.321	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	945	8.313	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.313	1	77
1									
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04	1835	8.321	1	
103									
1									
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51	1020	8.313	1	
80									
1									
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.313	1	
30									
1									
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	960	8.321	1	51
1									
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1115	8.321	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1240	8.321	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1120	8.321	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	260	8.70	1	6



'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	8.788	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	8.313	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	8.313	1
30								
1	0	4	1000	0	'Y'	10	0	36

## 2030 Build\_East\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 Build Condition'	70	1	0	'C'				



[illegible]

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70	3	1295	44.84	1600	1	3		
2									
'Camb/Under Bridge R'	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30	3	215	44.84	1600	1	3		
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30	3	455	44.84	1600	1	3		
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70	3	365	44.84	1600	1	3		
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70	3	305	44.84	1600	1	3		
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70	3	550	44.8	1600	1	3		
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72	3	1385	44.84	1600	1	3		
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55	3	750	44.84	1600	1	3		
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62	3	445	44.84	1600	1	3		
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1230	8.321	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	630	8.313	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	405	8.313	1	54
1									
'Camb/Sud/Chardon'	'AG'	3347.18	76.56	3764.64	-47.9	1660	8.321	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	560	8.313	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.313	1	77
1									
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04	1800	8.321	1	
103									
1									
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51	1030	8.313	1	
80									
1									
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.313	1	
30									
1									
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	950	8.321	1	51
1									
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1090	8.321	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1185	8.321	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1105	8.321	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	255	8.7	1	60</

Camb/Grove South'	'AG'	1756.03	9.39	1759.43	-309.6	80	8.7	1	50
1									
'Camb/Grove West EB'	'AG'	1416.42	-26.94	1744.67	-18.99	1125	8.321	1	59
1									
'Camb/Grove West WB'	'AG'	1411.87	21.87	1733.31	26.41	1295	8.321	1	49
1									
'Camb/Charles North1'	'AG'	1258.8	100.99	1197.24	226.66	440	8.313	1	51
1									
'Camb/Charles North2'	'AG'	1196.53	226.39	1198.69	357.01	440	8.313	1	40
1									
'Camb/Strw On Ramp1'	'AG'	1218.91	91.45	1156.81	219.9	975	8.7	1	40
1									
'Camb/Strw On Ramp2'	'AG'	1156.81	219.9	1156.81	363.66	975	8.7	1	40
1									
'Camb/Strw/Chrls E '	'AG'	1259.08	100.93	1423.49	7.85	1125	8.313	1	51
1									
'Camb/Under Bridge R'	'AG'	1257.66	97.13	1232.98	-65.96	215	8.7	1	51
1									
'Camb/Under Bridge L'	'AG'	1203.53	96.34	1193.18	-60.79	455	8.7	1	51
1									
'Camb/Strw WB Off R'	'AG'	1005.31	79.21	1044.16	149.22	305	8.7	1	29
1									
'Camb/Strw WB Off T'	'AG'	1101.89	85.08	1031.97	170.71	365	8.7	1	40
1									
Strw WB Off/Camb'	'AG'	1039.26	160.2	967.83	302.26	670	8.7	1	40
1									
'Camb WB/Strw EB Off'	'AG'	1099.26	82.38	1243.54	96.66	550	8.7	1	51
1									
'Camb/Strw SB '	'AG'	1161.47	-64.44	1117.1	82.63	445	8.7	1	51
1									
'Longfellow Inbound1'	'AG'	1157.38	-48.45	945.3	3.64	1385	8.313	1	45
1									
'Longfellow Inbound2'	'AG'	954.29	-0.85	637.97	34.18	1385	8.313	1	36
1									
'David Mugar Way 1'	'AG'	1173.56	-118.5	1015.4	-41.26	750	8.7	1	38
1									
'David Mugar Way 2'	'AG'	1018.11	-45.88	942.51	-60.99	750	8.7	1	38
1									
'Longfellow Outbound'	'AG'	980.75	58.46	504.99	104.8	795	8.313	1	36
1									
'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	8.313	1	58
1									
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	8.313		1
1 40									
1									
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	8.788	1	54
1									
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	8.788	1	54
1									
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	8.313	1	67

1  
'Camb/Blossom South' 'AG' 2223.31 22.24 2246.43 -294.21 35 8.313 1  
30  
1 0 4 1000 0 'Y' 10 0 36

2030 Build\_West\_CO

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2030 Build Condition'	70	1	0	'C'				

[illegible]

2	'Camb/Str On/Chrls WB'	'AG'	1317.19	71.14	1392.44	23.97	1	30	3
100	70	3	1295	44.84	1600	1	3		
2									
'Camb/Under Bridge R '	'AG'	1257.68	65.67	1237.89	-37.85	1	30	3	
100	30	3	215	44.84	1600	1	3		
2									
'Camb/Under Bridge L'	'AG'	1205.28	62.32	1192.33	-27.78	1	30	3	
100	30	3	455	44.84	1600	1	3		
2									
'Camb/Strw WB Off T'	'AG'	1070.05	121.76	1009.14	213.3	1	20	2	
120	70	3	365	44.84	1600	1	3		
2									
'Camb/Strw WB Off R'	'AG'	1024.97	106.9	1039.83	142.36	1	10	1	
120	70	3	305	44.84	1600	1	3		
2									
'Strw EB Off/ Camb WB'	'AG'	1133.83	88.68	1188.5	93.48	1	30	3	
120	70	3	550	44.8	1600	1	3		
2									
'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30	3	
100	72	3	1385	44.84	1600	1	3		
2									
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20	2	
100	55	3	750	44.84	1600	1	3		
2									
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30	3	
100	62	3	445	44.84	1600	1	3		
1									
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18	1230	8.321	1	120
1									
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16	630	8.313	1	74
1									
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33	405	8.313	1	54
1									
'Camb/Sud/Chardon '	'AG'	3347.18	76.56	3764.64	-47.9	1660	8.321	1	
115									
1									
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82	560	8.313	1	72
1									
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88	840	8.313	1	77
1									
'Camb/Char/Stanimford'	'AG'	3085.65	42.73	3320.18	48.04	1800	8.321	1	
103									
1									
'Camb/Stanimford North'	'AG'	3089.84	47.57	3070.8	324.51	1030	8.313	1	
80									
1									
'Camb/Stanimford South'	'AG'	3092.9	47.42	3112.06	-206.14	5	8.313	1	
30									
1									
'Camb/Stanim/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1	950	8.321	1	51
1									
'Camb/Stanim/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3	1090	8.321	1	
51									
1									
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68	1185	8.321	1	
59									
1									
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15	1105	8.321	1	
49									
1									
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12	255	8.7	1	60

Camb/Grove South'	'AG'	1756.03	9.39	1759.43	-309.6	80	8.7	1	50
1									
'Camb/Grove West EB'	'AG'	1416.42	-26.94	1744.67	-18.99	1125	8.321	1	59
1									
'Camb/Grove West WB'	'AG'	1411.87	21.87	1733.31	26.41	1295	8.321	1	49
1									
'Camb/Charles North1'	'AG'	1258.8	100.99	1197.24	226.66	440	8.313	1	51
1									
'Camb/Charles North2'	'AG'	1196.53	226.39	1198.69	357.01	440	8.313	1	40
1									
'Camb/Strw On Ramp1'	'AG'	1218.91	91.45	1156.81	219.9	975	8.7	1	40
1									
'Camb/Strw On Ramp2'	'AG'	1156.81	219.9	1156.81	363.66	975	8.7	1	40
1									
'Camb/Strw/Chrls E '	'AG'	1259.08	100.93	1423.49	7.85	1125	8.313	1	51
1									
'Camb/Under Bridge R'	'AG'	1257.66	97.13	1232.98	-65.96	215	8.7	1	51
1									
'Camb/Under Bridge L'	'AG'	1203.53	96.34	1193.18	-60.79	455	8.7	1	51
1									
'Camb/Strw WB Off R'	'AG'	1005.31	79.21	1044.16	149.22	305	8.7	1	29
1									
'Camb/Strw WB Off T'	'AG'	1101.89	85.08	1031.97	170.71	365	8.7	1	40
1									
Strw WB Off/Camb'	'AG'	1039.26	160.2	967.83	302.26	670	8.7	1	40
1									
'Camb WB/Strw EB Off'	'AG'	1099.26	82.38	1243.54	96.66	550	8.7	1	51
1									
'Camb/Strw SB '	'AG'	1161.47	-64.44	1117.1	82.63	445	8.7	1	51
1									
'Longfellow Inbound1'	'AG'	1157.38	-48.45	945.3	3.64	1385	8.313	1	45
1									
'Longfellow Inbound2'	'AG'	954.29	-0.85	637.97	34.18	1385	8.313	1	36
1									
'David Mugar Way 1'	'AG'	1173.56	-118.5	1015.4	-41.26	750	8.7	1	38
1									
'David Mugar Way 2'	'AG'	1018.11	-45.88	942.51	-60.99	750	8.7	1	38
1									
'Longfellow Outbound'	'AG'	980.75	58.46	504.99	104.8	795	8.313	1	36
1									
'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	8.313	1	58
1									
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	8.313		1
1 40									
1									
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	8.788	1	54
1									
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	8.788	1	54
1									
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	8.313	1	67



1  
'Camb/Blossom South' 'AG' 2223.31 22.24 2246.43 -294.21 35 8.313 1  
30  
1 0 4 1000 0 'Y' 10 0 36

# Particulate Matter 10 (PM<sub>10</sub>)

2009 Existing Condition\_East\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2009 Existing Condition'	70	1	0				'P'	

[illegible]

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1240 0.1055 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 405 0.1055 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 420 0.1055 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 310 0.1055 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 260 0.1055 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 500 0.1055 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1340 0.1055 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 700 0.1055 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 390 0.1055 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1175 0.0422 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 690 0.0422 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 210 0.0422 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1575 0.0422 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 850 0.0422 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 990 0.0422 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1650 0.0422 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 905 0.0422 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0422 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 930 0.0422 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 900 0.0422 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1140 0.0422 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	0.0422	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	0.0422	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0422	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0422	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	0.0422	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0422	1
30								
1	0	4	1000	0	'Y'	10	0	36

2009 Existing Condition\_West\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2009 Existing Condition'	70	1	0			'P'		



[illegible]

2  
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3  
100 70 3 1240 0.1055 1600 1 3  
2  
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3  
100 30 3 405 0.1055 1600 1 3  
2  
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3  
100 30 3 420 0.1055 1600 1 3  
2  
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2  
120 70 3 310 0.1055 1600 1 3  
2  
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1  
120 70 3 260 0.1055 1600 1 3  
2  
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3  
120 70 3 500 0.1055 1600 1 3  
2  
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3  
100 72 3 1340 0.1055 1600 1 3  
2  
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2  
100 55 3 700 0.1055 1600 1 3  
2  
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3  
100 62 3 390 0.1055 1600 1 3  
1  
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1175 0.0422 1  
120  
1  
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 690 0.0422 1 74  
1  
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 210 0.0422 1  
54  
1  
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1575 0.0422 1  
115  
1  
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 850 0.0422 1 72  
1  
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 990 0.0422 1  
77  
1  
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1650 0.0422 1  
103  
1  
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 905 0.0422 1  
80  
1  
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0422 1  
30  
1  
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 930 0.0422 1  
51  
1  
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 900 0.0422 1  
51  
1  
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1140 0.0422 1  
59  
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	0.0422	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	0.0422	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0422	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0422	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	0.0422	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0422	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 No Build\_East\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					

'Camb/Stan SW3'	3073.1	-22.39	6										
'Camb/Stan SW4'	2998.13	-24.41	6										
'Camb/Stan SW5'	2923.16	-26.43	6										
'Camb/Stan NW1'	2886.64	89.63	6										
'Camb/Stan NW2'	2961.62	91.28	6										
'Camb/Stan NW3'	3036.6	92.94	6										
'Camb/Stan NW4'	3031.46	167.76	6										
'Camb/Stan NW5'	3026.31	242.59	6										
'2018 No Build Condition'	70	1	0										'P'
2													
'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1					
100	96	3	65	0.072	1600	1	3						
2													
'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2					
100	73	3	340	0.072	1600	1	3						
2													
'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10						
1													
100	73	3	145	0.072	1600	1	3						
2													
'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10						
1													
100	77	3	220	0.072	1600	1	3						
2													
'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40						
4													
100	54	3	1335	0.072	1600	1	3						
2													
'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2					
100	68	3	405	0.072	1600	1	3						
2													
'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1					
100	84	3	210	0.072	1600	1	3						
2													
'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2					
100	74	3	350	0.072	1600	1	3						
2													
'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30						
3													
100	68	3	940	0.072	1600	1	3						
2													
'Camb/Staniford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1							
20	2												
100	53	3	895	0.072	1600	1	3						
2													
'Staniford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2					
100	73	3	440	0.072	1600	1	3						
2													
'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1					
100	88	3	5	0.072	1600	1	3						
2													
'Camb/Staniford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10						
1													
100	74	3	375	0.072	1600	1	3						

[illegible]

'Longfellow Inbound'	'AG'	1106.01	-35.93	994.76	-4.3	1	30
3							
100	72	3	1395	0.072	1600	1	3
2							
'David Mugar Way'	'AG'	1113.69	-89.61	1041.75	-49.83	1	20
2							
100	55	3	760	0.072	1600	1	3
2							
'Camb/Strw SB'	'AG'	1143.9	-18.68	1121.84	69.99	1	30
3							
100	62	3	450	0.072	1600	1	3
1							
'Camb/Sud East'	'AG'	3761.08	-39.6	4061.13	-299.18		1275
0.0288	1	120					
1							
'Camb/Sud North'	'AG'	3952.36	134.6	3754.31	-30.16		755
0.0288	1	74					
1							
'Camb/Sud South'	'AG'	3740.07	-79.94	3706.87	-338.33		415
0.0288	1	54					
1							
'Camb/Sud/Chardon '	'AG'	3347.18	76.56	3764.64	-47.9		1740
0.0288	1	115					
1							
'Camb/Char North'	'AG'	3425.45	324.29	3321.09	71.82		945
0.0288	1	72					
1							
'Camb/Char South'	'AG'	3330.57	68.26	3335.32	-290.88		840
0.0288	1	77					
1							
'Camb/Char/Staniford'	'AG'	3085.65	42.73	3320.18	48.04		1835
0.0288	1	103					
1							
'Camb/Staniford North'	'AG'	3089.84	47.57	3070.8	324.51		1020
0.0288	1	80					
1							
'Camb/Staniford South'	'AG'	3092.9	47.42	3112.06	-206.14		5
0.0288	1	30					
1							
'Camb/Stan/Bloss WB'	'AG'	2235.45	38.18	3087.64	52.1		960
0.0288	1	51					
1							
'Camb/Stan/Bloss EB'	'AG'	2234.29	-1.92	3084.12	18.3		1115
0.0288	1	51					
1							
'Camb/Grove/Bloss WB'	'AG'	1765.12	17.38	2240.84	33.68		1240
0.0288	1	59					
1							
'Camb/Grove/Bloss EB'	'AG'	1763.94	-14.93	2237.38	1.15		1120
0.0288	1	49					
1							
'Camb/Grove North'	'AG'	1767.75	28.71	1774.56	242.12		260
0.0288	1	60					
1							



'Camb/Grove South'	'AG'	1756.03	9.39	1759.43	-309.6	80
0.0288	1	50				
1						
'Camb/Grove West EB'	'AG'	1416.42	-26.94	1744.67	-18.99	1140
0.0288	1	59				
1						
'Camb/Grove West WB'	'AG'	1411.87	21.87	1733.31	26.41	1330
0.0288	1	49				
1						
'Camb/Charles North1'	'AG'	1258.8	100.99	1197.24	226.66	650
0.0288	1	51				
1						
'Camb/Charles North2'	'AG'	1196.53	226.39	1198.69	357.01	650
0.0288	1	40				
1						
'Camb/Strw On Ramp1'	'AG'	1218.91	91.45	1156.81	219.9	1000
0.0288	1	40				
1						
'Camb/Strw On Ramp2'	'AG'	1156.81	219.9	1156.81	363.66	1000
0.0288	1	40				
1						
'Camb/Strw/Chrles E '	'AG'	1259.08	100.93	1423.49	7.85	1330
0.0288	1	51				
1						
'Camb/Under Bridge R'	'AG'	1257.66	97.13	1232.98	-65.96	420
0.0288	1	51				
1						
'Camb/Under Bridge L'	'AG'	1203.53	96.34	1193.18	-60.79	460
0.0288	1	51				
1						
'Camb/Strw WB Off R'	'AG'	1005.31	79.21	1044.16	149.22	315
0.0288	1	29				
1						
'Camb/Strw WB Off T'	'AG'	1101.89	85.08	1031.97	170.71	370
0.0288	1	40				
1						
'Camb/Strw WB Off'	'AG'	1042.56	162.07	967.55	303.85	685
0.0288	1	40				
1						
'Camb/Strw WB Off'	'AG'	1101.28	86.93	1218.28	93.34	560
0.0288	1	40				
1						
'Camb/Strw SB '	'AG'	1161.47	-64.44	1117.1	82.63	450
0.0288	1	51				
1						
'Longfellow Inbound1'	'AG'	1157.38	-48.45	945.3	3.64	1395
0.0288	1	45				
1						
'Longfellow Inbound2'	'AG'	954.29	-0.85	637.97	34.18	1395
0.0288	1	36				
1						
'David Mugar Way 1'	'AG'	1173.56	-118.5	1015.4	-41.26	760
0.0288	1	38				
1						

'David Mugar Way 2'	'AG'	1018.11	-45.88	942.51	-60.99	760
0.0288	1	38				
1						
'Longfellow Outbound'	'AG'	980.75	58.46	504.99	104.8	815
0.0288	1	36				
1						
'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535
0.0288	1	58				
1						
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	
1190	0.0288	1	40			
1						
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700
0.0288	1	54				
1						
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495
0.0288	1	54				
1						
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675
0.0288	1	67				
1						
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40
0.0288	1	30				
1	0	4	1000	0	'Y'	10 0 36

2018 No Build\_West\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2018 No Build Condition'	70	1	0			'P'		

[illegible]

2  
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3  
100 70 3 1330 0.072 1600 1 3  
2  
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3  
100 30 3 420 0.072 1600 1 3  
2  
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3  
100 30 3 460 0.072 1600 1 3  
2  
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2  
120 70 3 370 0.072 1600 1 3  
2  
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1  
120 70 3 315 0.072 1600 1 3  
2  
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3  
120 70 3 560 0.072 1600 1 3  
2  
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3  
100 72 3 1395 0.072 1600 1 3  
2  
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2  
100 55 3 760 0.072 1600 1 3  
2  
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3  
100 62 3 450 0.072 1600 1 3  
1  
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0288 1  
120  
1  
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0288 1 74  
1  
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0288 1  
54  
1  
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0288 1  
115  
1  
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0288 1 72  
1  
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0288 1  
77  
1  
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0288 1  
103  
1  
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0288 1  
80  
1  
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0288 1  
30  
1  
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0288 1  
51  
1  
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0288 1  
51  
1  
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0288 1  
59  
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0288	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0288	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0288	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0288	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0288	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0288	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 Build\_East\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2018 Build Condition'	70	1	0	'P'				



[illegible]

2  
'Camb/Str On/ChrIs WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3  
100 70 3 1295 0.072 1600 1 3  
2  
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3  
100 30 3 215 0.072 1600 1 3  
2  
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3  
100 30 3 455 0.072 1600 1 3  
2  
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2  
120 70 3 365 0.072 1600 1 3  
2  
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1  
120 70 3 305 0.072 1600 1 3  
2  
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3  
120 70 3 550 0.072 1600 1 3  
2  
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3  
100 72 3 1385 0.072 1600 1 3  
2  
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2  
100 55 3 750 0.072 1600 1 3  
2  
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3  
100 62 3 445 0.072 1600 1 3  
1  
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1230 0.0288 1  
120  
1  
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 630 0.0288 1 74  
1  
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 405 0.0288 1  
54  
1  
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1660 0.0288 1  
115  
1  
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 560 0.0288 1 72  
1  
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0288 1  
77  
1  
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1800 0.0288 1  
103  
1  
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1030 0.0288 1  
80  
1  
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0288 1  
30  
1  
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 950 0.0288 1  
51  
1  
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1090 0.0288 1  
51  
1  
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1185 0.0288 1  
59  
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0288	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0288	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0288	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0288	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0288	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0288	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 Build\_West\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2018 Build Condition'	70	1	0	'P'				

'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0288	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0288	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0288	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0288	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0288	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0288	1
30								
1	0	4	1000	0	'Y'	10	0	36

[illegible]

2  
'Camb/Str On/ChrIs WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3  
100 70 3 1295 0.072 1600 1 3  
2  
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3  
100 30 3 215 0.072 1600 1 3  
2  
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3  
100 30 3 455 0.072 1600 1 3  
2  
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2  
120 70 3 365 0.072 1600 1 3  
2  
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1  
120 70 3 305 0.072 1600 1 3  
2  
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3  
120 70 3 550 0.072 1600 1 3  
2  
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3  
100 72 3 1385 0.072 1600 1 3  
2  
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2  
100 55 3 750 0.072 1600 1 3  
2  
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3  
100 62 3 445 0.072 1600 1 3  
1  
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1230 0.0288 1  
120  
1  
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 630 0.0288 1 74  
1  
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 405 0.0288 1  
54  
1  
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1660 0.0288 1  
115  
1  
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 560 0.0288 1 72  
1  
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0288 1  
77  
1  
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1800 0.0288 1  
103  
1  
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1030 0.0288 1  
80  
1  
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0288 1  
30  
1  
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 950 0.0288 1  
51  
1  
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1090 0.0288 1  
51  
1  
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1185 0.0288 1  
59  
1





2030 No Build\_East\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 No Build Condition'	70	1	0				'P'	

[illegible]

2
'Camb/Str On/ChrIs WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1330 0.0685 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 420 0.0685 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 460 0.0685 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 370 0.0685 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 315 0.0685 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 560 0.0685 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1395 0.0685 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 760 0.0685 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 450 0.0685 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0274 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0274 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0274 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0274 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0274 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0274 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0274 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0274 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0274 1
30
1
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0274 1
51
1
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0274 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0274 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0274	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0274	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0274	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0274	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0274	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0274	1
30								
1	0	4	1000	0	'Y'	10	0	36

2030 No Build\_West\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2030 No Build Condition'	70	1	0			'P'		

[illegible]







'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0274	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0274	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0274	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0274	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0274	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0274	1
30								
1	0	4	1000	0	'Y'	10	0	36

## 2030 Build\_East\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 Build Condition'	70	1	0	'P'				

[illegible]





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0274	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0274	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0274	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0274	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0274	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0274	1
30								
1	0	4	1000	0	'Y'	10	0	36



## 2030 Build\_West\_PM10

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2030 Build Condition'	70	1	0	'P'				

[illegible]





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0274	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0274	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0274	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0274	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0274	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0274	1
30								
1	0	4	1000	0	'Y'	10	0	36

# Particulate Matter 2.5 (PM<sub>2.5</sub>)

2009 Existing Condition\_East\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2009 Existing Condition'	70	1	0				'P'	

[illegible]



2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1240 0.0658 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 405 0.0658 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 420 0.0658 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 310 0.0658 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 260 0.0658 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 500 0.0658 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1340 0.0658 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 700 0.0658 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 390 0.0658 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1175 0.0263 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 690 0.0263 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 210 0.0263 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1575 0.0263 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 850 0.0263 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 990 0.0263 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1650 0.0263 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 905 0.0263 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0263 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 930 0.0263 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 900 0.0263 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1140 0.0263 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	0.0263	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	0.0263	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0263	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0263	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	0.0263	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0263	1
30								
1	0	4	1000	0	'Y'	10	0	36

2009 Existing Condition\_West\_PM25

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2009 Existing Condition'	70	1	0			'P'		

[illegible]

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1240 0.0658 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 405 0.0658 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 420 0.0658 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 310 0.0658 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 260 0.0658 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 500 0.0658 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1340 0.0658 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 700 0.0658 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 390 0.0658 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1175 0.0263 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 690 0.0263 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 210 0.0263 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1575 0.0263 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 850 0.0263 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 990 0.0263 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1650 0.0263 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 905 0.0263 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0263 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 930 0.0263 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 900 0.0263 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1140 0.0263 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	400	0.0263	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1095	0.0263	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0263	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0263	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	525	0.0263	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0263	1
30								
1	0	4	1000	0	'Y'	10	0	36



2018 No Build\_East\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2018 No Build Condition'	70	1	0				'P'	

2	'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1
100	96 3 65	0.0350	1600	1 3					
2	'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2
100	73 3 340	0.0350	1600	1 3					
2	'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1
100	73 3 145	0.0350	1600	1 3					
2	'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1
100	77 3 220	0.0350	1600	1 3					
2	'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4
100	54 3 1335	0.0350	1600	1 3					
2	'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2
100	68 3 405	0.0350	1600	1 3					
2	'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1
100	84 3 210	0.0350	1600	1 3					
2	'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2
100	74 3 350	0.0350	1600	1 3					
2	'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3
100	68 3 940	0.0350	1600	1 3					
2	'Camb/Stanimford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2
100	53 3 895	0.0350	1600	1 3					
2	'Stanimford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2
100	73 3 440	0.0350	1600	1 3					
2	'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1
100	88 3 5	0.0350	1600	1 3					
2	'Camb/Stanimford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1
100	74 3 375	0.0350	1600	1 3					
2	'Camb/Stanimford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2
100	65 3 740	0.0350	1600	1 3					
2	'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2
100	74 3 400	0.0350	1600	1 3					
2	'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1
100	74 3 40	0.0350	1600	1 3					
2	'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2
100	47 3 1170	0.0350	1600	1 3					
2	'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2
100	26 3 940	0.0350	1600	1 3					
2	'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1
100	79 3 180	0.0350	1600	1 3					
2	'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3
100	46 3 1240	0.0350	1600	1 3					
2	'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3
100	27 3 1140	0.0350	1600	1 3					

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1330 0.0350 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 420 0.0350 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 460 0.0350 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 370 0.0350 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 315 0.0350 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 560 0.0350 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1395 0.0350 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 760 0.0350 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 450 0.0350 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0140 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0140 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0140 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0140 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0140 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0140 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0140 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0140 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0140 1
30
1
'Camb/Stan/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0140 1
51
1
'Camb/Stan/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0140 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0140 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0140	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0140	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0140	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0140	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0140	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0140	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 No Build\_West\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2018 No Build Condition'	70	1	0			'P'		

2	'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1
100	96 3 65	0.0350	1600	1 3					
2	'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2
100	73 3 340	0.0350	1600	1 3					
2	'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1
100	73 3 145	0.0350	1600	1 3					
2	'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1
100	77 3 220	0.0350	1600	1 3					
2	'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4
100	54 3 1335	0.0350	1600	1 3					
2	'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2
100	68 3 405	0.0350	1600	1 3					
2	'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1
100	84 3 210	0.0350	1600	1 3					
2	'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2
100	74 3 350	0.0350	1600	1 3					
2	'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3
100	68 3 940	0.0350	1600	1 3					
2	'Camb/Stanimford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2
100	53 3 895	0.0350	1600	1 3					
2	'Stanimford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2
100	73 3 440	0.0350	1600	1 3					
2	'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1
100	88 3 5	0.0350	1600	1 3					
2	'Camb/Stanimford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1
100	74 3 375	0.0350	1600	1 3					
2	'Camb/Stanimford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2
100	65 3 740	0.0350	1600	1 3					
2	'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2
100	74 3 400	0.0350	1600	1 3					
2	'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1
100	74 3 40	0.0350	1600	1 3					
2	'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2
100	47 3 1170	0.0350	1600	1 3					
2	'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2
100	26 3 940	0.0350	1600	1 3					
2	'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1
100	79 3 180	0.0350	1600	1 3					
2	'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3
100	46 3 1240	0.0350	1600	1 3					
2	'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3
100	27 3 1140	0.0350	1600	1 3					

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1330 0.0350 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 420 0.0350 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 460 0.0350 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 370 0.0350 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 315 0.0350 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 560 0.0350 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1395 0.0350 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 760 0.0350 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 450 0.0350 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0140 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0140 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0140 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0140 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0140 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0140 1
77
1
'Camb/Char/StaniFord' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0140 1
103
1
'Camb/StaniFord North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0140 1
80
1
'Camb/StaniFord South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0140 1
30
1
'Camb/Stani/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0140 1
51
1
'Camb/Stani/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0140 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0140 1
59
1





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0140	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0140	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0140	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0140	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0140	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0140	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 Build\_East\_PM25

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2018 Build Condition'	70	1	0	'P'				

[illegible]

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1295 0.035 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 215 0.035 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 455 0.035 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 365 0.035 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 305 0.035 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 550 0.035 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1385 0.035 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 750 0.035 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 445 0.035 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1230 0.0140 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 630 0.0140 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 405 0.0140 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1660 0.0140 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 560 0.0140 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0140 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1800 0.0140 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1030 0.0140 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0140 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 950 0.0140 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1090 0.0140 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1185 0.0140 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0140	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0140	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0140	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0140	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0140	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0140	1
30								
1	0	4	1000	0	'Y'	10	0	36

2018 Build\_West\_PM25

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2018 Build Condition'	70	1	0	'P'				



[illegible]





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0140	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0140	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0140	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0140	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0140	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0140	1
30								
1	0	4	1000	0	'Y'	10	0	36

2030 No Build\_East\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 No Build Condition'	70	1	0				'P'	

2	'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1
100	96 3 65	0.0318	1600	1 3					
2	'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2
100	73 3 340	0.0318	1600	1 3					
2	'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1
100	73 3 145	0.0318	1600	1 3					
2	'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1
100	77 3 220	0.0318	1600	1 3					
2	'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4
100	54 3 1335	0.0318	1600	1 3					
2	'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2
100	68 3 405	0.0318	1600	1 3					
2	'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1
100	84 3 210	0.0318	1600	1 3					
2	'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2
100	74 3 350	0.0318	1600	1 3					
2	'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3
100	68 3 940	0.0318	1600	1 3					
2	'Camb/Stanimford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2
100	53 3 895	0.0318	1600	1 3					
2	'Stanimford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2
100	73 3 440	0.0318	1600	1 3					
2	'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1
100	88 3 5	0.0318	1600	1 3					
2	'Camb/Stanimford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1
100	74 3 375	0.0318	1600	1 3					
2	'Camb/Stanimford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2
100	65 3 740	0.0318	1600	1 3					
2	'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2
100	74 3 400	0.0318	1600	1 3					
2	'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1
100	74 3 40	0.0318	1600	1 3					
2	'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2
100	47 3 1170	0.0318	1600	1 3					
2	'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2
100	26 3 940	0.0318	1600	1 3					
2	'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1
100	79 3 180	0.0318	1600	1 3					
2	'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3
100	46 3 1240	0.0318	1600	1 3					
2	'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3
100	27 3 1140	0.0318	1600	1 3					

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1330 0.0318 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 420 0.0318 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 460 0.0318 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 370 0.0318 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 315 0.0318 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 560 0.0318 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1395 0.0318 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 760 0.0318 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 450 0.0318 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0127 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0127 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0127 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0127 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0127 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0127 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0127 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0127 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0127 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0127 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0127 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0127 1
59
1





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0127	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0127	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0127	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0127	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0127	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0127	1
30								
1	0	4	1000	0	'Y'	10	0	36

2030 No Build\_West\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss NW2'	2124.45	69.21	6					
'Camb/Bloss NW3'	2199.41	71.78	6					
'Camb/Bloss NW4'	2198.59	146.78	6					
'Camb/Bloss NW5'	2197.76	221.78	6					
'2030 No Build Condition'	70	1	0			'P'		

2  
'Camb/Sud WB L' 'AG' 3821.76 -85.91 3929.2 -159.61 1 10 1  
100 96 3 65 0.0318 1600 1 3  
2  
'Camb/Sud WB TT' 'AG' 3830.74 -71 3937.04 -145.16 1 20 2  
100 73 3 340 0.0318 1600 1 3  
2  
'Camb/Sud WB R' 'AG' 3839.02 -56.17 3944.29 -129.99 1 10 1  
100 73 3 145 0.0318 1600 1 3  
2  
'Somerset NB LTR' 'AG' 3737.49 -132.94 3721.34 -276.82 1 10 1  
100 77 3 220 0.0318 1600 1 3  
2  
'Camb/Sud EB LLTR' 'AG' 3691.84 -52.93 3541.56 1.12 1 40 4  
100 54 3 1335 0.0318 1600 1 3  
2  
'Camb/Char WB LTR' 'AG' 3395.5 67.51 3502.07 56.47 1 20 2  
100 68 3 405 0.0318 1600 1 3  
2  
'Chardon SB L' 'AG' 3343.6 119.38 3366.79 188.37 1 10 1  
100 84 3 210 0.0318 1600 1 3  
2  
'Chardon SB TR' 'AG' 3327.03 119.93 3351.88 192.23 1 20 2  
100 74 3 350 0.0318 1600 1 3  
2  
'Camb/Char EB LTR' 'AG' 3271.77 24.54 3143.25 24.15 1 30 3  
100 68 3 940 0.0318 1600 1 3  
2  
'Camb/Staniford WB TR' 'AG' 3146.73 62.07 3271.38 65.55 1 20 2  
100 53 3 895 0.0318 1600 1 3  
2  
'Staniford SB LR' 'AG' 3070.47 101.14 3064.66 194 1 20 2  
100 73 3 440 0.0318 1600 1 3  
2  
'Temple NB' 'AG' 3103.94 -3.43 3111.62 -81.06 1 10 1  
100 88 3 5 0.0318 1600 1 3  
2  
'Camb/Staniford EB L' 'AG' 3037.35 30.41 2918.81 26.58 1 10 1  
100 74 3 375 0.0318 1600 1 3  
2  
'Camb/Staniford EB TT' 'AG' 3040.65 14.39 2918.49 10.57 1 20 2  
100 65 3 740 0.0318 1600 1 3  
2  
'Blossom/Camb SB' 'AG' 2233.43 76.8 2230.47 228.37 1 20 2  
100 74 3 400 0.0318 1600 1 3  
2  
'Garden/Camb NB' 'AG' 2230.98 -30.98 2238.39 -154.9 1 10 1  
100 74 3 40 0.0318 1600 1 3  
2  
'Camb/Bloss WB' 'AG' 2298.3 36.21 2453.9 39.67 1 20 2  
100 47 3 1170 0.0318 1600 1 3  
2  
'Camb/Bloss EB T' 'AG' 2185.43 -6.71 2049.33 -11.56 1 20 2  
100 26 3 940 0.0318 1600 1 3  
2  
'Camb/Bloss EB L' 'AG' 2184.74 10.59 2048.99 9.21 1 10 1  
100 79 3 180 0.0318 1600 1 3  
2  
'Camb/Grove WB ' 'AG' 1812.19 19.64 1961.76 23.89 1 30 3  
100 46 3 1240 0.0318 1600 1 3  
2  
'Camb/Grove EB LTR' 'AG' 1714.88 -15.6 1589.11 -19.43 1 30 3  
100 27 3 1140 0.0318 1600 1 3

2
'Camb/Str On/Chrls WB' 'AG' 1317.19 71.14 1392.44 23.97 1 30 3
100 70 3 1330 0.0318 1600 1 3
2
'Camb/Under Bridge R ' 'AG' 1257.68 65.67 1237.89 -37.85 1 30 3
100 30 3 420 0.0318 1600 1 3
2
'Camb/Under Bridge L' 'AG' 1205.28 62.32 1192.33 -27.78 1 30 3
100 30 3 460 0.0318 1600 1 3
2
'Camb/Strw WB Off T' 'AG' 1070.05 121.76 1009.14 213.3 1 20 2
120 70 3 370 0.0318 1600 1 3
2
'Camb/Strw WB Off R' 'AG' 1024.97 106.9 1039.83 142.36 1 10 1
120 70 3 315 0.0318 1600 1 3
2
'Strw EB Off/ Camb WB' 'AG' 1133.83 88.68 1188.5 93.48 1 30 3
120 70 3 560 0.0318 1600 1 3
2
'Longfellow Inbound' 'AG' 1106.01 -35.93 994.76 -4.3 1 30 3
100 72 3 1395 0.0318 1600 1 3
2
'David Mugar Way' 'AG' 1113.69 -89.61 1041.75 -49.83 1 20 2
100 55 3 760 0.0318 1600 1 3
2
'Camb/Strw SB' 'AG' 1143.9 -18.68 1121.84 69.99 1 30 3
100 62 3 450 0.0318 1600 1 3
1
'Camb/Sud East' 'AG' 3761.08 -39.6 4061.13 -299.18 1275 0.0127 1
120
1
'Camb/Sud North' 'AG' 3952.36 134.6 3754.31 -30.16 755 0.0127 1 74
1
'Camb/Sud South' 'AG' 3740.07 -79.94 3706.87 -338.33 415 0.0127 1
54
1
'Camb/Sud/Chardon ' 'AG' 3347.18 76.56 3764.64 -47.9 1740 0.0127 1
115
1
'Camb/Char North' 'AG' 3425.45 324.29 3321.09 71.82 945 0.0127 1 72
1
'Camb/Char South' 'AG' 3330.57 68.26 3335.32 -290.88 840 0.0127 1
77
1
'Camb/Char/Staniford' 'AG' 3085.65 42.73 3320.18 48.04 1835 0.0127 1
103
1
'Camb/Staniford North' 'AG' 3089.84 47.57 3070.8 324.51 1020 0.0127 1
80
1
'Camb/Staniford South' 'AG' 3092.9 47.42 3112.06 -206.14 5 0.0127 1
30
1
'Camb/Stam/Bloss WB' 'AG' 2235.45 38.18 3087.64 52.1 960 0.0127 1
51
1
'Camb/Stam/Bloss EB' 'AG' 2234.29 -1.92 3084.12 18.3 1115 0.0127 1
51
1
'Camb/Grove/Bloss WB' 'AG' 1765.12 17.38 2240.84 33.68 1240 0.0127 1
59
1



'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	535	0.0127	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1190	0.0127	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0127	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0127	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	675	0.0127	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	40	0.0127	1
30								
1	0	4	1000	0	'Y'	10	0	36

## 2030 Build\_East\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Sud NE1'	3958.08	78.22	6					
'Camb/Sud NE2'	3900.42	30.26	6					
'Camb/Sud NE3'	3842.77	-17.71	6					
'Camb/Sud NE4'	3899.49	-66.78	6					
'Camb/Sud NE5'	3956.21	-115.85	6					
'Camb/Sud SE1'	3877.88	-233.21	6					
'Camb/Sud SE2'	3820.91	-183.92	6					
'Camb/Sud SE3'	3769.71	-139.62	6					
'Camb/Sud SE4'	3761.68	-202.11	6					
'Camb/Sud SE5'	3752.12	-276.5	6					
'Camb/Sud SW1'	3681.18	-247.93	6					
'Camb/Sud SW2'	3690.74	-173.54	6					
'Camb/Sud SW3'	3700.3	-99.15	6					
'Camb/Sud SW4'	3628.42	-77.72	6					
'Camb/Sud SW5'	3556.55	-56.3	6					
'Camb/Sud NW1'	3605.82	69.89	6					
'Camb/Sud NW2'	3677.69	48.46	6					
'Camb/Sud NW3'	3749.57	27.03	6					
'Camb/Sud NW4'	3807.22	75	6					
'Camb/Sud NW5'	3864.88	122.96	6					
'Camb/Char NE1'	3453.23	271.09	0					
'Camb/Char NE2'	3424.58	201.77	6					
'Camb/Char NE3'	3395.93	132.46	6					
'Camb/Char NE4'	3467.81	111.03	6					
'Camb/Char NE5'	3539.68	89.61	6					
'Camb/Char SE1'	3523.77	-46.52	6					
'Camb/Char SE2'	3451.9	-25.1	6					
'Camb/Char SE3'	3380.03	-3.67	6					
'Camb/Char SE4'	3381.02	-78.66	6					
'Camb/Char SE5'	3382.01	-153.66	6					
'Camb/Char SW1'	3285.14	-164.3	6					
'Camb/Char SW2'	3284.15	-89.31	6					
'Camb/Char SW3'	3283.16	-14.31	6					
'Camb/Char SW4'	3222.95	-15.68	6					
'Camb/Char SW5'	3133.2	-17.71	6					
'Camb/Char NW1'	3135.98	105.39	6					
'Camb/Char NW2'	3211.62	107.1	6					
'Camb/Char NW3'	3286.6	108.8	6					
'Camb/Char NW4'	3315.25	178.11	6					
'Camb/Char NW5'	3343.9	247.42	6					
'Camb/Stan NE1'	3125.69	255.03	6					
'Camb/Stan NE2'	3130.83	180.39	6					
'Camb/Stan NE3'	3135.98	105.39	6					
'Camb/Stan NE4'	3210.96	107.08	6					
'Camb/Stan NE5'	3285.94	108.78	6					
'Camb/Stan SE1'	3272.87	-14.55	6					
'Camb/Stan SE2'	3197.89	-16.24	6					
'Camb/Stan SE3'	3122.91	-17.94	6					
'Camb/Stan SE4'	3128.56	-92.73	6					
'Camb/Stan SE5'	3134.21	-167.52	6					
'Camb/Stan SW1'	3084.41	-171.96	6					
'Camb/Stan SW2'	3078.76	-97.18	6					
'Camb/Stan SW3'	3073.1	-22.39	6					
'Camb/Stan SW4'	2998.13	-24.41	6					
'Camb/Stan SW5'	2923.16	-26.43	6					
'Camb/Stan NW1'	2886.64	89.63	6					
'Camb/Stan NW2'	2961.62	91.28	6					
'Camb/Stan NW3'	3036.6	92.94	6					
'Camb/Stan NW4'	3031.46	167.76	6					
'Camb/Stan NW5'	3026.31	242.59	6					
'2030 Build Condition'	70	1	0	'P'				

	2																		
'Camb/Sud WB L'		'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1										
100 96 3 65		0.03175	1600	1	3														
2																			
'Camb/Sud WB TT'		'AG'	3830.74	-71	3937.04	-145.16	1	20	2										
100 73 3 340		0.03175	1600	1	3														
2																			
'Camb/Sud WB R'		'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1										
100 73 3 145		0.03175	1600	1	3														
2																			
'Somerset NB LTR'		'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1										
100 77 3 220		0.03175	1600	1	3														
2																			
'Camb/Sud EB LLTR'		'AG'	3691.84	-52.93	3541.56	1.12	1	40	4										
100 54 3 1255		0.03175	1600	1	3														
2																			
'Camb/Char WB LTR'		'AG'	3395.5	67.51	3502.07	56.47	1	20	2										
100 68 3 405		0.03175	1600	1	3														
2																			
'Chardon SB L'		'AG'	3343.6	119.38	3366.79	188.37	1	10	1										
100 84 3 210		0.03175	1600	1	3														
2																			
'Chardon SB TR'		'AG'	3327.03	119.93	3351.88	192.23	1	20	2										
100 74 3 350		0.03175	1600	1	3														
2																			
'Camb/Char EB LTR'		'AG'	3271.77	24.54	3143.25	24.15	1	30	3										
100 68 3 905		0.03175	1600	1	3														
2																			
'Camb/Stanimford WB TR'		'AG'	3146.73	62.07	3271.38	65.55	1	20	2										
100 53 3 895		0.03175	1600	1	3														
2																			
'Stanimford SB LR'		'AG'	3070.47	101.14	3064.66	194	1	20	2										
100 73 3 440		0.03175	1600	1	3														
2																			
'Temple NB'		'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1										
100 88 3 5		0.03175	1600	1	3														
2																			
'Camb/Stanimford EB L'		'AG'	3037.35	30.41	2918.81	26.58	1	10	1										







'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0127	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0127	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0127	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0127	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0127	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0127	1
30								
1	0	4	1000	0	'Y'	10	0	36

2030 Build\_West\_PM2.5

'Red Line Blue Line'	60	175	0	0	60	0.3048	1	0
'Camb/Grove NE1'	1813.87	219.94	6					
'Camb/Grove NE2'	1811.48	144.98	6					
'Camb/Grove NE3'	1809.09	70.02	6					
'Camb/Grove NE4'	1884.08	71.13	6					
'Camb/Grove NE5'	1959.07	72.24	6					
'Camb/Grove SE1'	1941.55	-42.61	6					
'Camb/Grove SE2'	1866.59	-45.32	6					
'Camb/Grove SE3'	1791.64	-48.04	6					
'Camb/Grove SE4'	1792.44	-123.03	6					
'Camb/Grove SE5'	1793.24	-198.03	6					
'Camb/Grove SW1'	1723.36	-209.05	6					
'Camb/Grove SW2'	1722.56	-134.05	6					
'Camb/Grove SW3'	1721.76	-59.06	6					
'Camb/Grove SW4'	1646.78	-60.87	6					
'Camb/Grove SW5'	1571.8	-62.69	6					
'Camb/Grove NW1'	1578.77	58.73	6					
'Camb/Grove NW2'	1653.76	59.79	6					
'Camb/Grove NW3'	1728.76	60.85	6					
'Camb/Grove NW4'	1731.15	135.81	6					
'Camb/Grove NW5'	1733.54	210.77	6					
'Charles Circle NE1'	1227.17	264.69	6					
'Charles Circle NE2'	1252.79	193.97	6					
'Charles Circle NE3'	1285.78	126.61	6					
'Charles Circle NE4'	1351.04	89.66	6					
'Charles Circle NE5'	1416.31	52.71	6					
'Charles Circle SE1'	1364.16	-96.44	6					
'Charles Circle SE2'	1295.82	-127.34	6					
'Charles Circle SE3'	1227.48	-158.24	6					
'Charles Circle SE4'	1231.69	-233.12	6					
'Charles Circle SE5'	1235.9	-308	6					
'Charles Circle SW1'	1158.24	-316.25	6					
'Charles Circle SW2'	1154.03	-241.37	6					
'Charles Circle SW3'	1149.82	-166.49	6					
'Charles Circle SW4'	1075.27	-158.32	6					
'Charles Circle SW5'	1000.58	-151.45	6					
'Charles Circle NW1'	871.19	97.27	6					
'Charles Circle NW2'	964.02	88.23	6					
'Charles Circle NW3'	1013.55	144.54	6					
'Charles Circle NW4'	979.86	211.55	6					
'Charles Circle NW5'	946.16	278.56	6					
'Camb/Bloss NE1'	2284.74	224.51	6					
'Camb/Bloss NE2'	2285.56	149.51	6					
'Camb/Bloss NE3'	2286.38	74.52	6					
'Camb/Bloss NE4'	2361.37	75.74	6					
'Camb/Bloss NE5'	2436.36	76.97	6					
'Camb/Bloss SE1'	2402.66	-33.42	6					
'Camb/Bloss SE2'	2327.68	-35.21	6					
'Camb/Bloss SE3'	2252.7	-36.99	6					
'Camb/Bloss SE4'	2258.17	-111.79	6					
'Camb/Bloss SE5'	2263.63	-186.59	6					
'Camb/Bloss SW1'	2213.32	-184.16	6					
'Camb/Bloss SW2'	2207.85	-109.36	6					
'Camb/Bloss SW3'	2202.39	-34.56	6					
'Camb/Bloss SW4'	2127.43	-37.11	6					
'Camb/Bloss SW5'	2052.48	-39.65	6					
'Camb/Bloss NW1'	2049.5	66.65	6					
'Camb/Bloss SW2'	2124.45	69.21	6					
'Camb/Bloss SW3'	2199.41	71.78	6					
'Camb/Bloss SW4'	2198.59	146.78	6					
'Camb/Bloss SW5'	2197.76	221.78	6					
'2030 Build Condition'	70	1	0	'P'				

2	'Camb/Sud WB L'	'AG'	3821.76	-85.91	3929.2	-159.61	1	10	1
100	96 3 65	0.03175	1600	1	3				
2	'Camb/Sud WB TT'	'AG'	3830.74	-71	3937.04	-145.16	1	20	2
100	73 3 340	0.03175	1600	1	3				
2	'Camb/Sud WB R'	'AG'	3839.02	-56.17	3944.29	-129.99	1	10	1
100	73 3 145	0.03175	1600	1	3				
2	'Somerset NB LTR'	'AG'	3737.49	-132.94	3721.34	-276.82	1	10	1
100	77 3 220	0.03175	1600	1	3				
2	'Camb/Sud EB LLTR'	'AG'	3691.84	-52.93	3541.56	1.12	1	40	4
100	54 3 1255	0.03175	1600	1	3				
2	'Camb/Char WB LTR'	'AG'	3395.5	67.51	3502.07	56.47	1	20	2
100	68 3 405	0.03175	1600	1	3				
2	'Chardon SB L'	'AG'	3343.6	119.38	3366.79	188.37	1	10	1
100	84 3 210	0.03175	1600	1	3				
2	'Chardon SB TR'	'AG'	3327.03	119.93	3351.88	192.23	1	20	2
100	74 3 350	0.03175	1600	1	3				
2	'Camb/Char EB LTR'	'AG'	3271.77	24.54	3143.25	24.15	1	30	3
100	68 3 905	0.03175	1600	1	3				
2	'Camb/Stanimford WB TR'	'AG'	3146.73	62.07	3271.38	65.55	1	20	2
100	53 3 895	0.03175	1600	1	3				
2	'Staniford SB LR'	'AG'	3070.47	101.14	3064.66	194	1	20	2
100	73 3 440	0.03175	1600	1	3				
2	'Temple NB'	'AG'	3103.94	-3.43	3111.62	-81.06	1	10	1
100	88 3 5	0.03175	1600	1	3				
2	'Camb/Stanimford EB L'	'AG'	3037.35	30.41	2918.81	26.58	1	10	1
100	74 3 385	0.03175	1600	1	3				
2	'Camb/Stanimford EB TT'	'AG'	3040.65	14.39	2918.49	10.57	1	20	2
100	65 3 705	0.03175	1600	1	3				
2	'Blossom/Camb SB'	'AG'	2233.43	76.8	2230.47	228.37	1	20	2
100	74 3 320	0.03175	1600	1	3				
2	'Garden/Camb NB'	'AG'	2230.98	-30.98	2238.39	-154.9	1	10	1
100	74 3 35	0.03175	1600	1	3				
2	'Camb/Bloss WB'	'AG'	2298.3	36.21	2453.9	39.67	1	20	2
100	47 3 1115	0.03175	1600	1	3				
2	'Camb/Bloss EB T'	'AG'	2185.43	-6.71	2049.33	-11.56	1	20	2
100	26 3 925	0.03175	1600	1	3				
2	'Camb/Bloss EB L'	'AG'	2184.74	10.59	2048.99	9.21	1	10	1
100	79 3 180	0.03175	1600	1	3				
2	'Camb/Grove WB '	'AG'	1812.19	19.64	1961.76	23.89	1	30	3
100	46 3 1185	0.03175	1600	1	3				
2	'Camb/Grove EB LTR'	'AG'	1714.88	-15.6	1589.11	-19.43	1	30	3
100	27 3 1125	0.03175	1600	1	3				





'Charles St South'	'AG'	1186.38	-121.86	1201.49	-390.83	530	0.0127	1
58								
1								
'Chrles Cr/Camb EB S'	'AG'	1199.48	-137.98	1411.15	-42.28	1180	0.0127	
1	40							
1								
'Storrow Drive WB'	'AG'	698.32	206.56	712.07	-236.29	6700	0.0127	1
54								
1								
'Storrow Drive EB'	'AG'	800.69	198.93	805.28	-211.86	6495	0.0127	1
54								
1								
'Camb/Blossom North'	'AG'	2243.41	26.26	2239.39	392.95	595	0.0127	1
67								
1								
'Camb/Blossom South'	'AG'	2223.31	22.24	2246.43	-294.21	35	0.0127	1
30								
1	0	4	1000	0	'Y'	10	0	36



# Cal3QHC Output Files

# Carbon Monoxide (CO)

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

DATE : 12/29/ 9

TIME : 9: 7: 4

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 PPM
  
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LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	226.	100.0	1.0 10.0	**** 27.5			
2.	Camb/Sud WB TT	*	3830.7	-71.0	3885.4	-109.1	*	
	67. 125. AG	344.	100.0	1.0 20.0	0.47 3.4			
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	172.	100.0	1.0 10.0	0.41 2.9			
4.	Somerset NB LTR	*	3737.5	-132.9	3727.0	-226.1	*	
	94. 186. AG	181.	100.0	1.0 10.0	0.73 4.8			
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3611.0	-23.8	*	
	86. 290. AG	509.	100.0	1.0 40.0	0.44 4.4			
6.	Camb/Char WB LTR	*	3395.5	67.5	3467.6	60.0	*	
	73. 96. AG	320.	100.0	1.0 20.0	0.45 3.7			
7.	Chardon SB L	*	3343.6	119.4	3389.0	254.6	*	
	143. 19. AG	198.	100.0	1.0 10.0	0.99 7.2			
8.	Chardon SB TR	*	3327.0	119.9	3346.4	176.2	*	
	59. 19. AG	348.	100.0	1.0 20.0	0.44 3.0			
9.	Camb/Char EB LTR	*	3271.8	24.5	3175.8	24.2	*	
	96. 270. AG	480.	100.0	1.0 30.0	0.60 4.9			
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3272.7	65.6	*	
	126. 88. AG	250.	100.0	1.0 20.0	0.65 6.4			
11.	Stanimford SB LR	*	3070.5	101.1	3065.4	182.8	*	
	82. 356. AG	344.	100.0	1.0 20.0	0.58 4.2			
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	207.	100.0	1.0 10.0	0.04 0.1			
13.	Camb/Stanimford EB L *	*	3037.4	30.4	2874.9	25.2	*	
	163. 268. AG	174.	100.0	1.0 10.0	0.91 8.3			
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2935.1	11.1	*	
	106. 268. AG	306.	100.0	1.0 20.0	0.62 5.4			

15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	348.	100.0	1.0	20.0 0.42 2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	174.	100.0	1.0	10.0 0.12 0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	221.	100.0	1.0	20.0 0.61 6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	122.	100.0	1.0	20.0 0.35 2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	186.	100.0	1.0	10.0 0.59 3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	325.	100.0	1.0	30.0 0.48 4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1663.5	-17.2	*
	51. 268. AG	191.	100.0	1.0	30.0 0.32 2.6		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	494.	100.0	1.0	30.0 1.03 19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	212.	100.0	1.0	30.0 0.13 1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	212.	100.0	1.0	30.0 0.13 1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	275.	100.0	1.0	20.0 0.26 3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	137.	100.0	1.0	10.0 0.43 5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	412.	100.0	1.0	30.0 0.28 3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	509.	100.0	1.0	30.0 1.21 53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	259.	100.0	1.0	20.0 0.55 5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	438.	100.0	1.0	30.0 0.25 2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1175.	13.6	1.0	****		
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	690.	13.6	1.0	74.0		
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	210.	13.6	1.0	54.0		
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1575.	13.6	1.0	****		
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	850.	13.6	1.0	72.0		
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	990.	13.6	1.0	77.0		
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1650.	13.6	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	905.	13.6	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	13.6	1.0	30.0		
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	930.	13.6	1.0	51.0		
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	900.	13.6	1.0	51.0		

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	13.6	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	13.6	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	14.2	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2009

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	14.2	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1045.	13.6	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1240.	13.6	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		610.	13.6	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		610.	13.6	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		610.	14.2	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		610.	14.2	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1240.	13.6	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		405.	14.2	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		420.	14.2	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		260.	14.2	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		310.	14.2	1.0	40.0		
57. Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		570.	14.2	1.0	40.0		
58. Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		500.	14.2	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		390.	14.2	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1340.	13.6	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1340.	13.6	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		700.	14.2	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		700.	14.2	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	13.6	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	13.6	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	13.6	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	14.4	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	14.4	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	13.6	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	13.6	1.0 30.0	

JOB: Red Line Blue Line

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	87.78	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	87.78	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	87.78	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	87.78	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	87.78	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	87.78	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	87.78	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	87.78	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	87.78	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	870
1600	87.78	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	87.78	1	3		
12. Temple NB	*	100	88	3.0	5
1600	87.78	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	305
1600	87.78	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	595
1600	87.78	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	87.78	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	87.78	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	87.78	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	87.78	1	3		



19. Camb/Bloss EB L	*	100	79	3.0	150
1600	87.78	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	87.78	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1045
1600	87.78	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1240
1600	87.78	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	87.78	1	3		
24. Camb/Under Bridge L *		100	30	3.0	420
1600	87.78	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	310
1600	87.78	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	260
1600	87.78	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	500
1600	87.78	1	3		
28. Longfellow Inbound *		100	72	3.0	1340
1600	87.78	1	3		
29. David Mugar Way *		100	55	3.0	700
1600	87.78	1	3		
30. Camb/Strw SB *		100	62	3.0	390
1600	87.78	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
1. Camb/Sud NE1	3958.1	78.2	6.0	*
2. Cam/Sud NE2	3900.4	30.3	6.0	*
3. Camb/Sud NE3	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	3556.6	-56.3	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Sud NW1	3605.8	69.9	6.0	*
17. Camb/Sud NW2	3677.7	48.5	6.0	*
18. Camb/Sud NW3	3749.6	27.0	6.0	*
19. Camb/Sud NW4	3807.2	75.0	6.0	*
20. Camb/Sud NW5	3864.9	123.0	6.0	*
21. Camb/Char NE1	3453.2	271.1	0.0	*
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*

56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.1	0.3	0.3	0.1	0.0	1.0	0.7	0.6	0.6	0.6
		0.4	0.6	0.9	1.4	0.4	0.0	0.0	0.0	0.0	
10.	*	0.1	0.3	0.3	0.1	0.0	0.8	0.9	0.5	0.4	0.4
		0.5	0.5	0.6	1.6	0.5	0.0	0.0	0.0	0.0	
20.	*	0.1	0.2	0.3	0.1	0.0	0.5	1.0	0.5	0.4	0.5
		0.5	0.6	0.6	1.6	0.5	0.0	0.0	0.0	0.0	
30.	*	0.1	0.2	0.3	0.0	0.0	0.5	0.9	0.6	0.6	0.4
		0.6	0.5	0.6	1.6	0.5	0.0	0.0	0.0	0.0	
40.	*	0.0	0.1	0.2	0.0	0.0	0.6	0.8	0.9	0.6	0.4
		0.8	0.6	0.7	1.5	0.6	0.0	0.0	0.1	0.0	0.0
50.	*	0.0	0.1	0.1	0.0	0.0	0.5	0.6	0.9	0.6	0.3
		0.7	0.7	0.7	1.7	0.8	0.0	0.0	0.1	0.1	0.1
60.	*	0.0	0.0	0.1	0.0	0.0	0.5	0.5	0.9	0.5	0.3
		0.7	0.7	0.5	1.6	1.1	0.0	0.0	0.2	0.2	0.1
70.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	1.0	0.5	0.3
		0.5	0.7	0.8	1.3	1.3	0.0	0.1	0.3	0.2	0.1
80.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.9	0.5	0.3
		0.4	0.8	1.0	1.2	1.5	0.1	0.1	0.3	0.3	0.2
90.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	0.5	0.2
		0.3	0.8	0.9	0.9	1.4	0.2	0.1	0.3	0.3	0.2
100.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.4	0.2
		0.3	0.8	1.0	0.9	1.1	0.2	0.2	0.3	0.3	0.2
110.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.3	0.0
		0.2	0.5	0.8	0.5	0.7	0.6	0.5	0.3	0.2	0.2
120.	*	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.6	0.2	0.0
		0.1	0.6	0.7	0.5	0.4	0.9	0.9	0.8	0.2	0.2
130.	*	0.0	0.1	0.4	0.4	0.4	0.2	0.2	0.3	0.0	0.0
		0.1	0.3	0.5	0.2	0.1	1.2	1.0	1.3	0.4	0.2
140.	*	0.0	0.2	0.9	0.6	0.6	0.1	0.1	0.1	0.0	0.0
		0.1	0.3	0.4	0.1	0.0	1.2	1.0	1.3	0.5	0.3
150.	*	0.1	0.3	1.2	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.3	0.1	0.0	1.1	0.8	1.1	0.8	0.4

160.	*	0.2	0.4	1.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0
	0.1	0.2	0.3	0.0	0.0	1.1	0.9	0.9	1.0	0.5	
170.	*	0.2	0.4	1.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.3	0.0	0.0	1.0	1.0	0.7	0.8	0.6	
180.	*	0.3	0.5	1.2	0.8	0.7	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.2	0.0	0.0	0.7	0.9	0.8	0.7	0.7	
190.	*	0.3	0.7	1.0	0.9	0.7	0.0	0.0	0.2	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.6	1.2	0.8	0.6	0.7	
200.	*	0.4	0.6	0.7	1.0	0.6	0.0	0.0	0.2	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.5	1.2	0.7	0.6	0.6	
210.	*	0.5	0.6	0.6	1.3	0.6	0.0	0.0	0.3	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.5	1.1	0.9	0.6	0.6	
220.	*	0.5	0.6	0.5	1.5	0.7	0.0	0.0	0.4	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.6	0.9	0.9	0.6	0.6	
230.	*	0.5	0.4	0.5	1.5	0.6	0.0	0.0	0.4	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.6	0.9	1.0	0.7	0.5	
240.	*	0.6	0.6	0.7	1.5	0.6	0.0	0.1	0.4	0.3	0.1
	0.0	0.0	0.0	0.1	0.1	0.6	0.7	1.1	0.7	0.6	
250.	*	0.6	0.9	0.9	1.5	0.7	0.0	0.1	0.4	0.3	0.1
	0.0	0.0	0.1	0.1	0.1	1.0	0.7	1.1	0.7	0.4	
260.	*	0.6	0.9	1.2	1.5	0.9	0.0	0.1	0.5	0.4	0.1
	0.0	0.1	0.1	0.1	0.1	1.3	1.2	1.1	0.7	0.4	
270.	*	0.6	1.0	1.8	1.6	1.3	0.1	0.3	0.4	0.5	0.1
	0.1	0.1	0.4	0.7	0.8	1.4	1.4	1.4	0.8	0.4	
280.	*	0.4	0.5	1.1	1.5	1.5	0.2	0.5	0.9	0.7	0.3
	0.3	0.3	0.8	0.7	0.8	0.9	0.8	0.7	0.2	0.0	
290.	*	0.2	0.3	0.8	1.0	1.2	0.4	0.7	1.0	0.8	0.4
	0.4	0.5	0.9	0.9	0.9	0.5	0.4	0.4	0.1	0.0	
300.	*	0.2	0.2	0.5	0.6	1.0	0.5	0.7	0.9	0.8	0.5
	0.3	0.4	1.3	0.7	1.2	0.3	0.2	0.2	0.0	0.0	
310.	*	0.2	0.2	0.2	0.3	0.6	0.7	0.7	1.1	0.9	0.3
	0.4	0.4	1.7	0.9	0.9	0.1	0.1	0.0	0.0	0.0	
320.	*	0.2	0.2	0.2	0.2	0.2	0.6	0.7	1.0	1.0	0.5
	0.2	0.6	1.7	1.0	1.0	0.1	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.2	0.1	0.1	0.8	0.6	0.8	1.0	0.6
	0.3	0.6	1.5	1.0	0.8	0.0	0.0	0.0	0.0	0.0	
340.	*	0.2	0.2	0.2	0.1	0.1	0.8	0.5	0.7	0.9	0.7
	0.4	0.7	1.3	1.1	0.6	0.0	0.0	0.0	0.0	0.0	
350.	*	0.2	0.2	0.2	0.1	0.1	1.0	0.7	0.6	0.6	0.6
	0.5	0.7	1.1	1.3	0.5	0.0	0.0	0.0	0.0	0.0	
360.	*	0.1	0.3	0.3	0.1	0.0	1.0	0.7	0.6	0.6	0.6
	0.4	0.6	0.9	1.4	0.4	0.0	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.6	1.0	1.8	1.6	1.5	1.0	1.0	1.1	1.0	0.7
	0.8	0.8	1.7	1.7	1.5	1.4	1.4	1.4	1.0	0.7	
DEGR.	*	240	270	270	270	280	0	20	310	320	340
		80	310	50	80	270	270	270	160	180	40

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.1	0.3	0.5	0.1	0.0	0.4	0.8	1.0	0.7	0.8
	0.7	1.0	1.1	1.9	0.9	0.1	0.0	0.0	0.0	0.0	
10.	*	0.1	0.2	0.4	0.0	0.0	0.5	0.7	0.9	0.8	0.5
	1.0	1.0	1.2	1.8	0.8	0.0	0.0	0.1	0.0	0.0	
20.	*	0.0	0.1	0.2	0.0	0.0	0.5	0.6	0.9	0.5	0.3
	0.8	0.9	1.2	1.9	0.8	0.0	0.0	0.4	0.1	0.1	
30.	*	0.0	0.1	0.1	0.0	0.0	0.5	0.5	0.9	0.4	0.3
	0.7	0.9	1.1	2.1	1.0	0.0	0.0	0.6	0.3	0.2	
40.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.9	0.4	0.2
	0.7	0.7	1.0	2.1	1.6	0.0	0.1	1.0	0.4	0.2	
50.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.8	0.3	0.3
	0.6	0.7	1.0	1.7	1.8	0.1	0.3	1.3	0.5	0.3	
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.7	0.4	0.3
	0.6	0.7	0.9	1.4	1.9	0.2	0.5	1.3	0.7	0.3	
70.	*	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.7	0.4	0.4
	0.6	0.7	0.9	1.1	1.8	0.3	0.5	1.0	0.7	0.4	
80.	*	0.0	0.0	0.0	0.0	0.0	1.3	0.9	0.7	0.6	0.4
	0.6	0.6	1.0	1.0	1.3	0.5	0.7	0.9	0.8	0.4	
90.	*	0.0	0.0	0.1	0.1	0.2	1.4	1.0	0.9	0.6	0.2
	0.6	0.8	1.0	0.7	0.8	0.9	1.0	0.9	0.9	0.5	
100.	*	0.0	0.0	0.2	0.3	0.3	1.2	0.9	0.9	0.4	0.2
	0.5	0.5	0.8	0.8	0.7	1.4	1.1	1.3	1.2	0.5	
110.	*	0.0	0.1	0.7	0.7	0.6	0.7	0.6	0.6	0.2	0.0
	0.3	0.4	0.7	0.5	0.1	1.7	1.5	1.5	1.7	0.6	
120.	*	0.1	0.4	1.1	1.0	1.1	0.4	0.4	0.3	0.0	0.0
	0.3	0.3	0.3	0.2	0.1	1.7	1.2	1.4	2.1	1.0	
130.	*	0.3	0.6	1.1	1.0	1.2	0.0	0.0	0.0	0.0	0.0
	0.4	0.4	0.4	0.2	0.1	1.7	1.2	1.1	2.2	1.1	
140.	*	0.5	0.5	1.0	0.8	1.1	0.0	0.0	0.0	0.0	0.0
	0.4	0.4	0.4	0.2	0.1	1.6	1.4	0.7	1.9	1.1	
150.	*	0.3	0.5	0.9	0.6	0.8	0.0	0.0	0.0	0.0	0.0
	0.4	0.4	0.4	0.2	0.1	1.4	1.6	0.8	1.8	1.0	

160.	*	0.3	0.4	0.9	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.3	0.4	0.4	0.1	0.0	1.1	1.7	0.9	1.4	1.0
170.	*	0.3	0.5	0.9	0.6	0.6	0.0	0.0	0.1	0.1	0.1
		0.2	0.3	0.4	0.1	0.0	0.8	1.7	1.1	1.4	1.3
180.	*	0.3	0.6	0.9	0.7	0.4	0.0	0.0	0.2	0.2	0.1
		0.1	0.2	0.2	0.0	0.0	0.7	1.6	1.1	1.2	1.2
190.	*	0.5	0.7	0.9	1.0	0.5	0.0	0.0	0.4	0.3	0.3
		0.0	0.1	0.1	0.0	0.0	0.6	1.5	1.0	1.0	1.2
200.	*	0.6	0.6	0.9	1.1	0.5	0.0	0.1	0.4	0.4	0.3
		0.0	0.0	0.0	0.0	0.0	0.6	1.3	1.2	0.9	1.0
210.	*	0.9	1.0	0.9	1.2	0.6	0.0	0.2	0.4	0.4	0.4
		0.0	0.0	0.0	0.0	0.0	0.8	1.1	1.5	0.8	0.7
220.	*	1.2	1.3	1.0	1.2	0.6	0.1	0.2	0.4	0.4	0.4
		0.0	0.0	0.0	0.0	0.0	0.8	1.0	1.6	0.8	0.4
230.	*	1.1	1.3	1.1	1.3	0.7	0.1	0.2	0.4	0.4	0.4
		0.0	0.0	0.0	0.0	0.0	1.3	1.0	1.5	0.7	0.7
240.	*	1.2	1.5	1.5	1.2	1.0	0.1	0.2	0.3	0.3	0.3
		0.0	0.0	0.0	0.0	0.0	1.3	1.2	1.7	0.7	0.6
250.	*	1.1	1.4	1.6	1.6	1.1	0.1	0.2	0.4	0.3	0.3
		0.0	0.0	0.0	0.0	0.0	1.5	1.2	1.6	0.6	0.4
260.	*	0.7	1.2	1.8	1.5	1.5	0.1	0.5	0.9	0.3	0.3
		0.0	0.0	0.4	0.4	0.4	1.3	1.3	1.4	0.4	0.5
270.	*	0.6	1.0	1.9	1.6	1.6	0.9	1.1	1.7	0.9	0.7
		0.3	0.5	1.4	1.1	1.2	1.2	1.1	0.6	0.2	
280.	*	0.3	0.6	1.2	1.0	0.9	0.9	1.1	1.5	0.9	0.6
		0.3	0.5	1.6	1.1	1.3	0.8	0.6	0.4	0.1	0.1
290.	*	0.3	0.5	1.2	0.7	0.6	1.0	1.3	1.8	1.1	0.6
		0.3	0.5	2.0	1.2	1.3	0.7	0.4	0.2	0.1	0.0
300.	*	0.3	0.5	1.1	0.4	0.4	1.1	0.9	1.4	1.3	0.8
		0.4	0.6	2.1	1.4	1.0	0.7	0.3	0.1	0.1	0.0
310.	*	0.3	0.5	0.9	0.4	0.2	1.0	0.9	1.2	1.3	1.0
		0.4	0.9	2.2	1.5	0.8	0.7	0.3	0.1	0.0	0.0
320.	*	0.3	0.5	0.8	0.3	0.1	1.0	0.9	0.8	1.1	1.0
		0.5	1.0	2.1	1.9	0.7	0.6	0.1	0.1	0.0	0.0
330.	*	0.2	0.4	0.7	0.3	0.1	0.9	1.0	0.8	1.0	0.9
		0.7	1.0	1.7	2.0	0.9	0.5	0.1	0.0	0.0	0.0
340.	*	0.2	0.4	0.6	0.1	0.0	0.7	1.1	1.0	0.7	0.8
		0.7	0.9	1.3	1.9	1.1	0.4	0.0	0.0	0.0	0.0
350.	*	0.1	0.3	0.6	0.1	0.0	0.5	1.0	1.0	0.8	0.8
		0.6	0.8	1.1	1.8	0.9	0.3	0.0	0.0	0.0	0.0
360.	*	0.1	0.3	0.5	0.1	0.0	0.4	0.8	1.0	0.7	0.8
		0.7	1.0	1.1	1.9	0.9	0.1	0.0	0.0	0.0	0.0
-----*											
-----											
MAX	*	1.2	1.5	1.9	1.6	1.6	1.4	1.3	1.8	1.3	1.0
		1.0	1.0	2.2	2.1	1.9	1.7	1.7	2.2	1.3	
DEGR.	*	220	240	270	250	270	90	290	290	300	310
		0	310	30	60	110	160	240	130	170	10

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*										
-----										
0.	*	0.0	0.1	0.1	0.0	0.0	1.3	1.8	0.8	0.6
	0.5	0.6	1.1	1.4	0.8	0.0	0.0	0.3	0.2	0.1
10.	*	0.0	0.0	0.0	0.0	0.1	1.3	1.8	0.7	0.6
	0.5	0.6	1.0	1.5	0.9	0.0	0.0	0.6	0.3	0.2
20.	*	0.0	0.0	0.0	0.0	0.4	1.0	2.0	0.7	0.7
	0.4	0.5	0.8	1.7	1.1	0.0	0.1	1.0	0.3	0.2
30.	*	0.0	0.0	0.0	0.0	0.6	1.1	2.2	0.9	1.0
	0.6	0.5	0.7	1.6	1.4	0.0	0.1	1.1	0.4	0.2
40.	*	0.0	0.0	0.0	0.1	1.0	1.1	2.1	1.4	1.1
	0.7	0.8	0.8	1.5	1.5	0.1	0.3	1.1	0.5	0.3
50.	*	0.0	0.0	0.1	0.3	1.3	1.0	2.0	1.7	0.9
	0.4	0.9	1.2	1.2	1.7	0.1	0.4	1.0	0.4	0.3
60.	*	0.0	0.0	0.2	0.5	1.3	1.0	1.7	1.9	0.7
	0.2	0.7	1.4	1.3	2.0	0.2	0.5	1.0	0.6	0.3
70.	*	0.0	0.1	0.3	0.5	1.0	1.0	1.2	1.8	0.6
	0.3	0.5	1.4	1.2	1.7	0.3	0.6	1.1	0.8	0.3
80.	*	0.1	0.2	0.5	0.7	0.9	1.0	1.2	1.3	0.4
	0.3	0.4	1.3	0.9	1.1	0.6	0.8	1.3	1.0	0.3
90.	*	0.1	0.4	0.9	0.9	0.9	0.8	0.9	0.8	0.4
	0.3	0.4	0.8	0.7	0.7	0.9	1.0	1.5	1.4	0.4
100.	*	0.3	0.5	1.4	1.1	1.3	0.8	0.8	0.7	0.3
	0.1	0.3	0.6	0.4	0.4	1.3	1.3	1.8	1.6	0.6
110.	*	0.5	0.9	1.7	1.5	1.5	0.6	0.4	0.1	0.1
	0.1	0.1	0.1	0.1	0.1	1.4	1.3	1.6	1.8	0.7
120.	*	0.9	1.0	1.7	1.2	1.4	0.3	0.2	0.1	0.1
	0.0	0.1	0.1	0.1	0.1	1.3	1.0	1.2	1.9	0.8
130.	*	0.6	0.6	1.7	1.2	1.1	0.3	0.2	0.1	0.1
	0.0	0.1	0.1	0.0	0.0	1.1	1.1	1.0	1.7	1.0
140.	*	0.6	0.9	1.6	1.4	0.7	0.4	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.0	1.5	1.3
150.	*	0.6	0.9	1.4	1.6	0.8	0.4	0.1	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.9	1.0	0.7	1.2	1.3



160.	*	0.6	0.8	1.1	1.7	0.9	0.4	0.1	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.8	1.1	0.7	0.8	0.9	
170.	*	0.5	0.6	0.8	1.7	1.1	0.3	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.7	1.1	0.8	0.7	0.9	
180.	*	0.7	0.7	0.7	1.6	1.1	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	1.0	0.8	0.6	0.6	
190.	*	0.7	0.4	0.6	1.5	1.1	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	1.0	0.9	0.6	0.4	
200.	*	1.1	0.8	0.6	1.3	1.3	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.9	1.1	0.6	0.4	
210.	*	1.1	1.0	0.8	1.1	1.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.8	1.1	0.5	0.4	
220.	*	1.0	1.1	0.8	1.0	1.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.8	1.1	0.5	0.2	
230.	*	0.6	1.2	1.3	1.0	1.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	1.0	0.5	0.2	
240.	*	0.5	1.4	1.3	1.2	1.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.7	0.8	1.0	0.4	0.2	
250.	*	0.5	1.0	1.5	1.2	1.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.8	0.8	0.9	0.3	0.2	
260.	*	0.7	1.2	1.3	1.3	1.4	0.4	0.4	0.4	0.0	0.0
		0.0	0.0	0.4	0.1	1.1	0.9	0.9	0.6	0.5	
270.	*	0.6	1.0	1.2	1.2	1.1	1.3	1.2	1.2	0.5	0.3
		0.3	0.5	1.2	0.8	0.9	0.8	0.7	0.4	0.3	
280.	*	0.3	0.4	0.8	0.6	0.4	1.4	1.3	1.3	0.4	0.5
		0.5	0.4	1.4	0.9	0.7	0.2	0.1	0.1	0.0	0.0
290.	*	0.3	0.4	0.7	0.4	0.2	1.8	1.0	1.3	0.6	0.2
		0.2	0.4	1.5	1.1	0.7	0.0	0.0	0.0	0.0	
300.	*	0.3	0.3	0.7	0.3	0.1	2.1	1.0	1.0	0.7	0.2
		0.2	0.6	1.4	1.3	0.7	0.0	0.0	0.0	0.0	
310.	*	0.3	0.3	0.7	0.3	0.1	2.2	1.0	0.9	0.7	0.4
		0.2	0.7	1.4	1.4	0.8	0.0	0.0	0.0	0.0	
320.	*	0.2	0.4	0.6	0.1	0.1	2.2	1.3	0.7	0.6	0.4
		0.4	0.6	0.9	1.3	0.6	0.0	0.0	0.0	0.0	
330.	*	0.2	0.3	0.5	0.1	0.0	1.9	1.5	0.9	0.6	0.4
		0.4	0.6	0.8	1.3	0.7	0.0	0.0	0.0	0.0	
340.	*	0.2	0.3	0.4	0.0	0.0	1.7	1.7	1.0	0.5	0.6
		0.4	0.7	0.8	1.3	0.7	0.0	0.0	0.0	0.0	
350.	*	0.1	0.2	0.3	0.0	0.0	1.4	1.8	1.0	0.5	0.3
		0.6	0.6	0.9	1.3	0.7	0.0	0.0	0.1	0.1	0.0
360.	*	0.0	0.1	0.1	0.0	0.0	1.3	1.8	0.8	0.6	0.6
		0.5	0.6	1.1	1.4	0.8	0.0	0.0	0.3	0.2	0.1
-----*											
-----											
MAX	*	1.1	1.4	1.7	1.7	1.6	2.2	2.2	1.9	1.1	0.6
		0.7	0.9	1.5	1.7	2.0	1.4	1.3	1.8	1.9	1.3
DEGR.	*	200	240	110	160	240	310	30	60	40	0
		50	290	20	60	110	100	100	120	140	40

THE HIGHEST CONCENTRATION OF 2.20 PPM OCCURRED AT RECEPTOR REC47.

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

DATE : 12/29/ 9

TIME : 9: 7:14

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 PPM
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	226.	100.0	1.0 10.0	**** 27.5			
2.	Camb/Sud WB TT	*	3830.7	-71.0	3885.4	-109.1	*	
	67. 125. AG	344.	100.0	1.0 20.0	0.47 3.4			
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	172.	100.0	1.0 10.0	0.41 2.9			
4.	Somerset NB LTR	*	3737.5	-132.9	3727.0	-226.1	*	
	94. 186. AG	181.	100.0	1.0 10.0	0.73 4.8			
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3611.0	-23.8	*	
	86. 290. AG	509.	100.0	1.0 40.0	0.44 4.4			
6.	Camb/Char WB LTR	*	3395.5	67.5	3467.6	60.0	*	
	73. 96. AG	320.	100.0	1.0 20.0	0.45 3.7			
7.	Chardon SB L	*	3343.6	119.4	3389.0	254.6	*	
	143. 19. AG	198.	100.0	1.0 10.0	0.99 7.2			
8.	Chardon SB TR	*	3327.0	119.9	3346.4	176.2	*	
	59. 19. AG	348.	100.0	1.0 20.0	0.44 3.0			
9.	Camb/Char EB LTR	*	3271.8	24.5	3175.8	24.2	*	
	96. 270. AG	480.	100.0	1.0 30.0	0.60 4.9			
10.	Camb/StaniFord WB TR*	*	3146.7	62.1	3272.7	65.6	*	
	126. 88. AG	250.	100.0	1.0 20.0	0.65 6.4			
11.	StaniFord SB LR	*	3070.5	101.1	3065.4	182.8	*	
	82. 356. AG	344.	100.0	1.0 20.0	0.58 4.2			
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	207.	100.0	1.0 10.0	0.04 0.1			
13.	Camb/StaniFord EB L *	*	3037.4	30.4	2874.9	25.2	*	
	163. 268. AG	174.	100.0	1.0 10.0	0.91 8.3			
14.	Camb/StaniFord EB TT*	*	3040.6	14.4	2935.1	11.1	*	
	106. 268. AG	306.	100.0	1.0 20.0	0.62 5.4			

15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	348.	100.0	1.0	20.0 0.42 2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	174.	100.0	1.0	10.0 0.12 0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	221.	100.0	1.0	20.0 0.61 6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	122.	100.0	1.0	20.0 0.35 2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	186.	100.0	1.0	10.0 0.59 3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	325.	100.0	1.0	30.0 0.48 4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1663.5	-17.2	*
	51. 268. AG	191.	100.0	1.0	30.0 0.32 2.6		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	494.	100.0	1.0	30.0 1.03 19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	212.	100.0	1.0	30.0 0.13 1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	212.	100.0	1.0	30.0 0.13 1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	275.	100.0	1.0	20.0 0.26 3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	137.	100.0	1.0	10.0 0.43 5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	412.	100.0	1.0	30.0 0.28 3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	509.	100.0	1.0	30.0 1.21 53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	259.	100.0	1.0	20.0 0.55 5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	438.	100.0	1.0	30.0 0.25 2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1175.	13.6	1.0	****		
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	690.	13.6	1.0	74.0		
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	210.	13.6	1.0	54.0		
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1575.	13.6	1.0	****		
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	850.	13.6	1.0	72.0		
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	990.	13.6	1.0	77.0		
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1650.	13.6	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	905.	13.6	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	13.6	1.0	30.0		
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	930.	13.6	1.0	51.0		
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	900.	13.6	1.0	51.0		

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	13.6	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	13.6	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	14.2	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		*	X1	Y1		X2	Y2	*
				(G/MI)	(FT)	(FT)		(VEH)	
45.	Camb/Grove South		*	1756.0		9.4	1759.4	-309.6	*
319.	179.	AG		80.	14.2	1.0	50.0		
46.	Camb/Grove West EB		*	1416.4		-26.9	1744.7	-19.0	*
328.	89.	AG		1045.	13.6	1.0	59.0		
47.	Camb/Grove West WB		*	1411.9		21.9	1733.3	26.4	*
321.	89.	AG		1240.	13.6	1.0	49.0		
48.	Camb/Charles North1		*	1258.8		101.0	1197.2	226.7	*
140.	334.	AG		610.	13.6	1.0	51.0		
49.	Camb/Charles North2		*	1196.5		226.4	1198.7	357.0	*
131.	1.	AG		610.	13.6	1.0	40.0		
50.	Camb/Strw On Ramp1		*	1218.9		91.4	1156.8	219.9	*
143.	334.	AG		610.	14.2	1.0	40.0		
51.	Camb/Strw On Ramp2		*	1156.8		219.9	1156.8	363.7	*
144.	360.	AG		610.	14.2	1.0	40.0		
52.	Camb/Strw/Chrles E		*	1259.1		100.9	1423.5	7.8	*
189.	120.	AG		1240.	13.6	1.0	51.0		
53.	Camb/Under Bridge R		*	1257.7		97.1	1233.0	-66.0	*
165.	189.	AG		405.	14.2	1.0	51.0		
54.	Camb/Under Bridge L		*	1203.5		96.3	1193.2	-60.8	*
157.	184.	AG		420.	14.2	1.0	51.0		
55.	Camb/Strw WB Off R		*	1005.3		79.2	1044.2	149.2	*
80.	29.	AG		260.	14.2	1.0	29.0		
56.	Camb/Strw WB Off T		*	1101.9		85.1	1032.0	170.7	*
111.	321.	AG		310.	14.2	1.0	40.0		
57.	Camb/Strw WB Off		*	1039.3		160.2	967.8	302.3	*
159.	333.	AG		570.	14.2	1.0	40.0		
58.	Strw EB Off/Camb E		*	1099.3		82.4	1243.5	96.7	*
145.	84.	AG		500.	14.2	1.0	51.0		
59.	Camb/Strw SB		*	1161.5		-64.4	1117.1	82.6	*
154.	343.	AG		390.	14.2	1.0	51.0		
60.	Longfellow Inbound1		*	1157.4		-48.5	945.3	3.6	*
218.	284.	AG		1340.	13.6	1.0	45.0		
61.	Longfellow Inbound2		*	954.3		-0.9	638.0	34.2	*
318.	276.	AG		1340.	13.6	1.0	36.0		
62.	David Mugar Way 1		*	1173.6		-118.5	1015.4	-41.3	*
176.	296.	AG		700.	14.2	1.0	38.0		
63.	David Mugar Way 2		*	1018.1		-45.9	942.5	-61.0	*
77.	259.	AG		700.	14.2	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	13.6	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	13.6	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	13.6	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	14.4	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	14.4	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	13.6	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	13.6	1.0 30.0	

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	87.78	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	87.78	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	87.78	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	87.78	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	87.78	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	87.78	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	87.78	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	87.78	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	87.78	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	870
1600	87.78	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	87.78	1	3		
12. Temple NB	*	100	88	3.0	5
1600	87.78	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	305
1600	87.78	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	595
1600	87.78	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	87.78	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	87.78	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	87.78	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	87.78	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	150
1600	87.78	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	87.78	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1045
1600	87.78	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1240
1600	87.78	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	87.78	1	3		
24. Camb/Under Bridge L *		100	30	3.0	420
1600	87.78	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	310
1600	87.78	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	260
1600	87.78	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	500
1600	87.78	1	3		
28. Longfellow Inbound *		100	72	3.0	1340
1600	87.78	1	3		
29. David Mugar Way *		100	55	3.0	700
1600	87.78	1	3		
30. Camb/Strw SB *		100	62	3.0	390
1600	87.78	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*



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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Grove NW1	1578.8	58.7	6.0	*
17. Camb/Grove NW2	1653.8	59.8	6.0	*
18. Camb/Grove NW3	1728.8	60.8	6.0	*
19. Camb/Grove NW4	1731.2	135.8	6.0	*
20. Camb/Grove NW5	1733.5	210.8	6.0	*
21. Charles Circle NE1	1227.2	264.7	6.0	*
22. Charles Circle NE2	1252.8	194.0	6.0	*
23. Charles Circle NE3	1285.8	126.6	6.0	*
24. Charles Circle NE4	1351.0	89.7	6.0	*
25. Charles Circle NE5	1416.3	52.7	6.0	*
26. Charles Circle SE1	1364.2	-96.4	6.0	*
27. Charles Circle SE2	1295.8	-127.3	6.0	*
28. Charles Circle SE3	1227.5	-158.2	6.0	*
29. Charles Circle SE4	1231.7	-233.1	6.0	*
30. Charles Circle SE5	1235.9	-308.0	6.0	*
31. Charles Circle SW1	1158.2	-316.2	6.0	*
32. Charles Circle SW2	1154.0	-241.4	6.0	*
33. Charles Circle SW3	1149.8	-166.5	6.0	*
34. Charles Circle SW4	1075.3	-158.3	6.0	*
35. Charles Circle SW5	1000.6	-151.5	6.0	*
36. Charles Circle NW1	871.2	97.3	6.0	*
37. Charles Circle NW2	964.0	88.2	6.0	*
38. Charles Circle NW3	1013.6	144.5	6.0	*
39. Charles Circle NW4	979.9	211.5	6.0	*
40. Charles Circle NW5	946.2	278.6	6.0	*
41. Camb/Bloss NE1	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	2052.5	-39.7	6.0	*

56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*										
-----										
0.	*	0.0	0.0	0.1	0.0	0.0	0.7	1.2	0.8	0.3
	0.3	0.4	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.6	1.1	0.8	0.6
	0.2	0.3	0.6	0.8	0.7	0.0	0.0	0.1	0.1	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.6	1.0	0.9	0.6
	0.3	0.4	0.6	0.9	0.7	0.0	0.0	0.1	0.1	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.7	1.0	1.1	0.6
	0.3	0.4	0.5	0.9	0.7	0.0	0.0	0.1	0.1	0.0
40.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.9	1.2	0.6
	0.3	0.6	0.6	0.9	0.7	0.0	0.0	0.1	0.1	0.0
50.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.2	0.5
	0.2	0.5	0.8	1.0	0.8	0.0	0.0	0.1	0.1	0.1
60.	*	0.0	0.0	0.0	0.0	0.1	1.0	0.9	1.2	0.4
	0.2	0.5	1.0	1.1	1.0	0.0	0.0	0.1	0.1	0.1
70.	*	0.0	0.0	0.0	0.0	0.1	1.0	0.9	1.2	0.5
	0.4	0.5	1.0	1.1	1.0	0.0	0.0	0.1	0.1	0.1
80.	*	0.0	0.0	0.2	0.2	0.4	0.9	0.8	1.1	0.4
	0.2	0.4	0.8	0.9	1.1	0.2	0.2	0.5	0.1	0.1
90.	*	0.0	0.2	0.6	0.5	0.6	0.5	0.6	0.6	0.1
	0.0	0.1	0.5	0.6	0.7	0.8	0.8	0.9	0.4	0.1
100.	*	0.2	0.3	0.9	0.7	0.8	0.2	0.2	0.1	0.0
	0.0	0.0	0.1	0.1	0.3	1.1	1.2	1.3	0.5	0.3
110.	*	0.3	0.5	1.0	0.8	1.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.3	1.0	1.0	1.2	0.6	0.5
120.	*	0.2	0.3	1.2	0.7	0.7	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.7	1.0	0.9	1.1	0.6	0.3
130.	*	0.2	0.4	1.2	0.7	0.6	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	1.3	0.8	0.9	0.7	0.6	0.5
140.	*	0.3	0.5	1.2	0.7	0.6	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	1.7	0.9	0.8	0.5	0.6	0.5
150.	*	0.3	0.6	1.2	0.9	0.6	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	1.8	0.9	0.9	0.3	0.5	0.4

160.	*	0.4	0.6	1.1	1.0	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.1	1.8	1.0	0.8	0.4	0.4	0.4
170.	*	0.4	0.6	1.0	1.1	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.2	1.7	1.1	1.0	0.3	0.5	0.3
180.	*	0.3	0.5	0.9	1.2	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.4	1.6	1.2	1.0	0.6	0.3	0.3
190.	*	0.4	0.5	0.6	1.2	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.6	1.5	1.2	1.1	0.8	0.5	0.3
200.	*	0.4	0.5	0.4	1.2	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.7	1.5	1.2	1.1	1.0	0.7	0.5
210.	*	0.5	0.6	0.6	1.2	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.8	1.5	1.3	1.2	1.3	0.8	0.5
220.	*	0.5	0.7	0.9	1.3	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.2	0.8	1.5	1.3	1.2	1.2	0.7	0.6
230.	*	0.6	0.8	1.0	1.4	1.1	0.0	0.0	0.1	0.0	0.0
		0.0	0.0	0.3	0.8	1.5	1.4	1.3	1.4	0.7	0.6
240.	*	0.7	0.7	1.0	1.2	1.3	0.1	0.1	0.2	0.0	0.0
		0.0	0.0	0.5	0.8	1.5	1.5	1.3	1.4	0.8	0.8
250.	*	1.0	0.9	1.6	1.4	1.5	0.1	0.2	0.5	0.1	0.0
		0.0	0.1	0.6	1.2	2.0	1.8	1.7	1.7	1.2	0.9
260.	*	0.8	1.1	1.6	1.2	1.2	0.8	0.9	1.1	0.5	0.2
		0.2	0.5	1.2	1.6	2.5	1.9	1.9	1.9	1.0	0.7
270.	*	0.5	0.8	1.3	1.1	1.2	1.5	1.5	1.8	1.2	0.5
		0.4	1.3	1.8	2.2	3.4	1.7	1.4	1.4	0.8	0.4
280.	*	0.2	0.4	0.7	0.5	0.5	1.5	1.7	1.8	1.5	1.0
		0.8	1.9	2.0	2.3	3.7	1.1	0.7	0.7	0.3	0.1
290.	*	0.1	0.1	0.1	0.0	0.0	1.3	1.3	1.6	1.4	1.2
		1.2	1.8	1.6	1.9	3.5	0.5	0.1	0.1	0.0	0.0
300.	*	0.0	0.1	0.1	0.0	0.0	1.2	0.9	0.9	0.8	1.1
		1.3	1.4	1.2	1.3	2.7	0.0	0.0	0.0	0.0	0.0
310.	*	0.0	0.1	0.1	0.0	0.0	1.2	1.0	0.7	0.6	0.6
		1.2	0.8	1.1	0.9	1.5	0.0	0.0	0.0	0.0	0.0
320.	*	0.0	0.1	0.1	0.0	0.0	1.1	1.0	0.6	0.5	0.3
		0.8	0.5	1.0	0.7	1.0	0.0	0.0	0.0	0.0	0.0
330.	*	0.0	0.1	0.1	0.0	0.0	1.0	1.0	0.5	0.3	0.3
		0.5	0.5	1.0	0.7	0.8	0.0	0.0	0.0	0.0	0.0
340.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.1	0.6	0.3	0.2
		0.4	0.5	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0
350.	*	0.0	0.1	0.1	0.0	0.0	0.7	1.1	0.6	0.2	0.3
		0.3	0.4	0.8	0.7	0.7	0.0	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.1	0.0	0.0	0.7	1.2	0.8	0.3	0.3
		0.3	0.4	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0
-----*											
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MAX	*	1.0	1.1	1.6	1.4	1.5	1.5	1.7	1.8	1.5	1.2
		1.3	1.9	2.0	2.3	3.7	1.9	1.9	1.9	1.2	0.9
DEGR.	*	250	260	250	230	250	270	280	270	280	290
		280	280	280	280	260	260	260	250	250	300

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

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0.	*	0.1	0.0	0.0	0.0	0.0	1.1	0.6	0.7	0.4	0.2
		0.6	0.6	0.8	1.1	0.9	0.0	0.1	0.3	0.2	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	1.1	0.9	0.8	0.4	0.3
		0.3	0.5	0.7	1.2	1.1	0.0	0.1	0.3	0.3	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	1.2	1.1	0.9	0.5	0.4
		0.5	0.5	0.6	1.2	1.1	0.0	0.1	0.3	0.3	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	1.4	1.1	0.9	0.6	0.5
		0.6	0.7	0.7	1.1	1.1	0.1	0.3	0.4	0.2	0.1
40.	*	0.0	0.0	0.0	0.0	0.0	1.4	1.2	1.1	0.8	0.6
		0.6	0.7	0.7	0.8	1.0	0.1	0.3	0.9	0.2	0.1
50.	*	0.0	0.0	0.0	0.0	0.0	1.2	1.3	1.1	0.6	0.4
		0.7	0.9	0.9	0.4	1.0	0.1	0.4	1.0	0.2	0.2
60.	*	0.0	0.0	0.0	0.0	0.0	1.2	1.1	0.9	0.5	0.4
		0.5	0.7	1.1	0.6	0.8	0.2	0.5	1.1	0.3	0.2
70.	*	0.0	0.0	0.0	0.0	0.1	1.4	0.9	0.8	0.5	0.2
		0.3	0.6	1.1	0.8	0.8	0.2	0.7	1.1	0.4	0.2
80.	*	0.0	0.0	0.0	0.0	0.3	1.1	0.8	0.7	0.1	0.0
		0.1	0.2	0.8	0.8	0.6	0.4	0.6	1.3	0.3	0.3
90.	*	0.0	0.0	0.2	0.3	1.0	0.8	0.4	0.2	0.0	0.0
		0.1	0.1	0.3	0.3	0.2	0.6	0.8	1.5	0.2	0.3
100.	*	0.1	0.2	0.5	0.7	1.2	0.3	0.1	0.1	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	1.1	0.9	1.9	0.8	0.3
110.	*	0.2	0.5	0.9	1.0	1.3	0.1	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.1	1.1	0.8	1.8	1.2	0.7
120.	*	0.3	0.5	1.5	1.5	1.6	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.1	0.1	1.6	0.6	1.5	1.2	0.8
130.	*	0.5	0.9	2.0	2.0	2.1	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.0	1.7	1.1	1.2	1.2	0.8
140.	*	0.8	1.1	2.0	2.2	2.3	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.1	0.0	2.0	1.3	0.8	1.0	0.8
150.	*	0.6	0.9	1.5	2.4	2.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.1	0.0	1.6	1.5	0.9	0.8	0.7

160.	*	0.5	0.8	1.1	2.1	2.2	0.0	0.0	0.0	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	1.4	1.6	1.1	0.7	0.6	
170.	*	0.5	0.7	0.8	2.0	2.2	0.0	0.0	0.1	0.0	0.0
	0.1	0.1	0.1	0.0	0.0	1.5	1.4	1.1	0.6	0.4	
180.	*	0.5	0.6	0.9	2.0	2.0	0.0	0.0	0.1	0.1	0.0
	0.0	0.1	0.1	0.0	0.0	2.0	1.4	1.0	0.5	0.7	
190.	*	0.8	0.9	0.7	1.8	2.1	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.7	1.5	0.8	0.9	1.1	
200.	*	1.1	0.9	0.8	1.8	2.0	0.0	0.1	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	3.6	1.8	1.0	1.3	1.7	
210.	*	1.1	1.1	0.9	1.8	1.9	0.0	0.1	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	4.2	2.1	1.5	1.8	2.2	
220.	*	1.4	1.4	1.4	1.8	1.9	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	4.4	2.7	1.9	2.2	2.4	
230.	*	1.8	1.5	1.7	1.8	1.7	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	4.4	3.1	2.2	2.3	2.1	
240.	*	2.0	1.8	2.3	2.5	2.1	0.2	0.2	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.3	4.3	3.1	2.3	2.2	1.8	
250.	*	1.7	1.9	2.3	2.6	2.7	0.5	0.5	0.3	0.1	0.1
	0.0	0.0	0.2	0.4	0.7	4.4	3.3	2.3	2.0	1.1	
260.	*	1.3	1.9	2.3	2.9	3.1	1.1	0.8	0.5	0.3	0.1
	0.0	0.2	0.4	0.7	1.1	4.4	3.2	2.2	1.6	0.6	
270.	*	0.7	1.2	2.0	2.5	3.4	1.9	1.5	1.1	0.5	0.3
	0.1	0.4	0.8	1.1	1.4	4.2	3.0	1.8	1.0	0.3	
280.	*	0.4	0.7	1.1	1.7	2.2	2.3	2.2	1.7	1.0	0.6
	0.5	0.9	1.2	1.4	1.7	3.8	2.5	1.1	0.4	0.1	
290.	*	0.3	0.4	0.7	0.9	1.5	2.1	2.5	2.3	1.4	1.1
	0.9	1.2	1.7	1.8	2.0	3.1	1.8	0.6	0.0	0.0	
300.	*	0.3	0.4	0.4	0.3	0.6	1.6	2.3	2.6	2.0	1.6
	1.4	1.6	2.2	2.1	2.3	2.5	0.9	0.1	0.0	0.0	
310.	*	0.4	0.3	0.5	0.1	0.3	0.8	1.2	2.0	1.8	1.5
	1.5	1.6	2.1	2.2	2.4	2.0	0.5	0.0	0.0	0.0	
320.	*	0.4	0.3	0.4	0.1	0.0	0.7	0.9	1.4	1.3	1.4
	1.3	1.6	1.8	1.8	2.1	1.5	0.1	0.0	0.0	0.0	
330.	*	0.4	0.4	0.3	0.0	0.0	0.6	0.7	1.0	0.9	0.9
	0.9	0.9	1.3	1.6	1.9	0.9	0.0	0.1	0.1	0.0	
340.	*	0.2	0.1	0.2	0.0	0.0	0.8	0.6	0.9	0.7	0.6
	0.7	0.7	1.0	1.2	1.1	0.4	0.0	0.2	0.1	0.0	
350.	*	0.2	0.1	0.0	0.0	0.0	1.0	0.6	0.8	0.4	0.4
	0.6	0.7	1.0	1.1	1.0	0.2	0.0	0.3	0.2	0.0	
360.	*	0.1	0.0	0.0	0.0	0.0	1.1	0.6	0.7	0.4	0.2
	0.6	0.6	0.8	1.1	0.9	0.0	0.1	0.3	0.2	0.0	
-----*											
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MAX	*	2.0	1.9	2.3	2.9	3.4	2.3	2.5	2.6	2.0	1.6
	1.5	1.6	2.2	2.2	2.4	4.4	3.3	2.3	2.3	2.4	
DEGR.	*	240	250	240	260	270	280	290	300	300	310
		320	300	310	310	220	250	240	230	220	

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
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0.	*	0.1	0.1	0.1	0.0	0.0	0.7	0.8	1.0	0.5	0.4
		0.4	0.5	0.8	0.9	0.6	0.0	0.1	0.1	0.1	
10.	*	0.0	0.0	0.1	0.0	0.0	0.7	0.8	0.8	0.5	0.3
		0.6	0.6	1.0	1.1	0.6	0.0	0.3	0.2	0.2	
20.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.7	0.4	0.3
		0.3	0.7	1.0	1.2	0.6	0.0	0.1	0.6	0.2	0.2
30.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.7	0.4	0.3
		0.3	0.3	0.9	1.4	0.8	0.0	0.1	0.7	0.2	0.2
40.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.8	0.5	0.3
		0.3	0.5	0.9	1.4	0.9	0.1	0.1	0.9	0.2	0.2
50.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.9	1.0	0.5	0.2
		0.2	0.5	0.8	1.4	1.0	0.1	0.2	0.9	0.2	0.2
60.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.0	0.4	0.2
		0.2	0.5	0.9	1.4	1.2	0.2	0.3	0.8	0.2	0.2
70.	*	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.9	0.4	0.2
		0.2	0.4	1.1	1.0	1.2	0.2	0.3	0.8	0.2	0.2
80.	*	0.0	0.0	0.3	0.2	0.2	0.7	0.7	0.8	0.2	0.1
		0.2	0.3	1.1	0.9	1.1	0.5	0.8	1.0	0.2	0.2
90.	*	0.0	0.1	0.6	0.5	0.7	0.5	0.4	0.4	0.1	0.0
		0.0	0.1	0.7	0.5	0.6	0.9	1.0	1.1	0.5	0.2
100.	*	0.2	0.3	0.9	0.7	0.7	0.1	0.1	0.1	0.0	0.0
		0.0	0.0	0.4	0.1	0.2	1.1	1.1	1.4	0.7	0.4
110.	*	0.2	0.4	1.2	0.9	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.2	0.0	0.0	1.0	1.1	1.3	1.1	0.4
120.	*	0.2	0.5	1.3	1.0	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	1.0	0.8	1.1	1.2	0.4
130.	*	0.2	0.5	1.1	0.9	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.9	0.9	0.8	1.3	0.5
140.	*	0.3	0.5	1.0	1.0	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.8	1.0	0.8	1.3	0.6
150.	*	0.3	0.5	0.9	1.0	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.8	1.1	0.7

160.	*	0.3	0.5	0.7	0.9	0.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.9	0.8	1.0	0.6	
170.	*	0.3	0.4	0.7	0.9	0.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.9	0.6	0.7	0.8	
180.	*	0.5	0.5	0.7	1.0	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.8	0.6	0.5	0.4	
190.	*	0.6	0.4	0.5	0.9	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.8	0.4	0.2	
200.	*	0.6	0.7	0.6	0.9	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.4	0.3	
210.	*	0.6	0.8	0.7	1.0	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.9	0.4	0.3	
220.	*	0.6	1.0	0.9	1.0	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.7	0.7	1.0	0.3	0.3	
230.	*	0.6	1.2	1.0	1.1	1.0	0.0	0.0	0.1	0.0	0.0
		0.0	0.0	0.0	0.0	0.8	0.8	0.9	0.4	0.4	
240.	*	0.6	1.0	1.3	1.0	1.3	0.0	0.0	0.2	0.0	0.0
		0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.4	
250.	*	0.8	1.2	1.4	1.2	1.2	0.0	0.0	0.2	0.0	0.0
		0.0	0.0	0.2	0.1	0.1	1.6	1.1	0.9	0.8	
260.	*	0.6	1.2	1.8	1.5	1.4	0.6	0.6	0.9	0.3	0.0
		0.0	0.3	0.7	0.8	0.7	1.5	1.4	1.5	0.8	0.5
270.	*	0.5	0.7	1.4	1.0	1.2	1.0	0.9	1.7	0.4	0.4
		0.4	0.5	1.4	1.3	1.5	1.2	1.2	1.1	0.4	0.3
280.	*	0.2	0.3	1.0	0.8	0.7	1.2	1.4	1.7	0.9	0.6
		0.7	1.0	1.5	1.5	1.6	0.6	0.5	0.4	0.1	0.0
290.	*	0.2	0.2	0.7	0.3	0.2	0.9	0.9	1.1	0.7	0.7
		0.8	0.8	1.3	1.0	1.3	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.7	0.2	0.1	1.0	0.8	1.2	0.4	0.3
		0.3	0.5	1.3	1.0	0.9	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.6	0.1	0.1	1.0	0.9	0.8	0.6	0.2
		0.3	0.4	1.2	0.8	0.8	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.5	0.1	0.1	1.1	0.9	0.7	0.6	0.2
		0.2	0.6	1.1	0.7	0.7	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.4	0.1	0.0	0.9	0.8	0.9	0.5	0.2
		0.2	0.6	1.0	0.7	0.7	0.0	0.0	0.0	0.0	
340.	*	0.2	0.2	0.4	0.1	0.0	0.9	0.9	0.9	0.6	0.2
		0.3	0.6	0.8	0.7	0.6	0.0	0.0	0.0	0.0	
350.	*	0.2	0.2	0.2	0.0	0.0	0.8	0.8	1.1	0.6	0.5
		0.2	0.7	0.9	0.8	0.6	0.0	0.0	0.1	0.1	0.0
360.	*	0.1	0.1	0.1	0.0	0.0	0.7	0.8	1.0	0.5	0.4
		0.4	0.5	0.8	0.9	0.6	0.0	0.0	0.1	0.1	
-----*											
-----											
MAX	*	0.8	1.2	1.8	1.5	1.4	1.2	1.4	1.7	0.9	0.7
		0.8	1.0	1.5	1.5	1.6	1.6	1.4	1.5	1.3	0.8
DEGR.	*	250	260	260	260	260	280	280	270	280	290
		280	280	280	280	250	260	260	130	250	290

THE HIGHEST CONCENTRATION OF 4.40 PPM OCCURRED AT RECEPTOR REC36.



JOB: Red Line Blue Line RUN: 2018  
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The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	124.	100.0	1.0 10.0	****	27.5		
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	189.	100.0	1.0 20.0	0.48	3.4		
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	95.	100.0	1.0 10.0	0.41	2.9		
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	100.	100.0	1.0 10.0	0.76	5.1		
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	280.	100.0	1.0 40.0	0.51	5.0		
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	176.	100.0	1.0 20.0	0.47	3.8		
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	109.	100.0	1.0 10.0	1.19	25.8		
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	192.	100.0	1.0 20.0	0.52	3.6		
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	264.	100.0	1.0 30.0	0.72	6.0		
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	137.	100.0	1.0 20.0	0.67	6.6		
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	189.	100.0	1.0 20.0	0.62	4.5		
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	114.	100.0	1.0 10.0	0.04	0.1		
13. Camb/StaniFord EB L *	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	96.	100.0	1.0 10.0	1.12	32.3		
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	168.	100.0	1.0 20.0	0.77	7.0		

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	192.	100.0	1.0	20.0 0.60 4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	96.	100.0	1.0	10.0 0.12 0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	122.	100.0	1.0	20.0 0.76 7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	67.	100.0	1.0	20.0 0.43 3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	102.	100.0	1.0	10.0 0.70 4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	179.	100.0	1.0	30.0 0.53 5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	105.	100.0	1.0	30.0 0.35 2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	272.	100.0	1.0	30.0 1.11 35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	117.	100.0	1.0	30.0 0.13 1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	117.	100.0	1.0	30.0 0.15 1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	151.	100.0	1.0	20.0 0.31 3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	76.	100.0	1.0	10.0 0.53 6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	227.	100.0	1.0	30.0 0.31 3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	280.	100.0	1.0	30.0 1.26 63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	143.	100.0	1.0	20.0 0.59 5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	241.	100.0	1.0	30.0 0.28 2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1275.	8.9	1.0	****		
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	755.	8.9	1.0	74.0		
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	415.	8.9	1.0	54.0		
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1740.	8.9	1.0	****		
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	945.	8.9	1.0	72.0		
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.9	1.0	77.0		
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1835.	8.9	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1020.	8.9	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.9	1.0	30.0		
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	960.	8.9	1.0	51.0		
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1115.	8.9	1.0	51.0		

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	8.9	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	8.9	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	9.3	1.0	60.0	

JOB: Red Line Blue Line

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		*	X1	Y1		X2	Y2	*
				(G/MI)	(FT)	(FT)		(VEH)	
-----*									
45.	Camb/Grove South		*	1756.0		9.4	1759.4	-309.6	*
	319.	179. AG		80.	9.3	1.0	50.0		
46.	Camb/Grove West EB		*	1416.4		-26.9	1744.7	-19.0	*
	328.	89. AG		1140.	8.9	1.0	59.0		
47.	Camb/Grove West WB		*	1411.9		21.9	1733.3	26.4	*
	321.	89. AG		1330.	8.9	1.0	49.0		
48.	Camb/Charles North1		*	1258.8		101.0	1197.2	226.7	*
	140.	334. AG		650.	8.9	1.0	51.0		
49.	Camb/Charles North2		*	1196.5		226.4	1198.7	357.0	*
	131.	1. AG		650.	8.9	1.0	40.0		
50.	Camb/Strw On Ramp1		*	1218.9		91.4	1156.8	219.9	*
	143.	334. AG		1000.	9.3	1.0	40.0		
51.	Camb/Strw On Ramp2		*	1156.8		219.9	1156.8	363.7	*
	144.	360. AG		1000.	9.3	1.0	40.0		
52.	Camb/Strw/Chrles E		*	1259.1		100.9	1423.5	7.8	*
	189.	120. AG		1330.	8.9	1.0	51.0		
53.	Camb/Under Bridge R		*	1257.7		97.1	1233.0	-66.0	*
	165.	189. AG		420.	9.3	1.0	51.0		
54.	Camb/Under Bridge L		*	1203.5		96.3	1193.2	-60.8	*
	157.	184. AG		460.	9.3	1.0	51.0		
55.	Camb/Strw WB Off R		*	1005.3		79.2	1044.2	149.2	*
	80.	29. AG		315.	9.3	1.0	29.0		
56.	Camb/Strw WB Off T		*	1101.9		85.1	1032.0	170.7	*
	111.	321. AG		370.	9.3	1.0	40.0		
57.	Camb/Strw WB Off		*	1039.3		160.2	967.8	302.3	*
	159.	333. AG		685.	9.3	1.0	40.0		
58.	Strw EB Off/Camb E		*	1099.3		82.4	1243.5	96.7	*
	145.	84. AG		560.	9.3	1.0	51.0		
59.	Camb/Strw SB		*	1161.5		-64.4	1117.1	82.6	*
	154.	343. AG		450.	9.3	1.0	51.0		
60.	Longfellow Inbound1		*	1157.4		-48.5	945.3	3.6	*
	218.	284. AG		1395.	8.9	1.0	45.0		
61.	Longfellow Inbound2		*	954.3		-0.9	638.0	34.2	*
	318.	276. AG		1395.	8.9	1.0	36.0		
62.	David Mugar Way 1		*	1173.6		-118.5	1015.4	-41.3	*
	176.	296. AG		760.	9.3	1.0	38.0		
63.	David Mugar Way 2		*	1018.1		-45.9	942.5	-61.0	*
	77.	259. AG		760.	9.3	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	8.9 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	8.9 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	8.9 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	9.4 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	9.4 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	8.9 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	8.9 1.0	30.0	

JOB: Red Line Blue Line

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	48.31	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	48.31	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	48.31	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	48.31	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	48.31	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	48.31	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	48.31	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	48.31	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	48.31	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	48.31	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	48.31	1	3		
12. Temple NB	*	100	88	3.0	5
1600	48.31	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	375
1600	48.31	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	740
1600	48.31	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	48.31	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	48.31	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	48.31	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	48.31	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	48.31	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	48.31	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	48.31	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1330
1600	48.31	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	48.31	1	3		
24. Camb/Under Bridge L *		100	30	3.0	460
1600	48.31	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	370
1600	48.31	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	315
1600	48.31	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	560
1600	48.31	1	3		
28. Longfellow Inbound *		100	72	3.0	1395
1600	48.31	1	3		
29. David Mugar Way *		100	55	3.0	760
1600	48.31	1	3		
30. Camb/Strw SB *		100	62	3.0	450
1600	48.31	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Sud NW1	3605.8	69.9	6.0	*
17. Camb/Sud NW2	3677.7	48.5	6.0	*
18. Camb/Sud NW3	3749.6	27.0	6.0	*
19. Camb/Sud NW4	3807.2	75.0	6.0	*
20. Camb/Sud NW5	3864.9	123.0	6.0	*
21. Camb/Char NE1	3453.2	271.1	0.0	*
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*



56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION											
ANGLE * (PPM)											
(DEGR)*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	
	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20	
-----*											
0.	*	0.1	0.2	0.2	0.1	0.0	0.6	0.6	0.4	0.3	0.4
	0.3	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
10.	*	0.1	0.2	0.2	0.1	0.0	0.4	0.5	0.4	0.3	0.2
	0.3	0.3	0.4	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.3	0.6	0.3	0.3	0.3
	0.4	0.4	0.5	1.0	0.4	0.0	0.0	0.0	0.0	0.0	
30.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.5	0.3	0.5	0.3
	0.4	0.4	0.4	0.9	0.4	0.0	0.0	0.0	0.0	0.0	
40.	*	0.0	0.1	0.2	0.0	0.0	0.4	0.5	0.6	0.4	0.2
	0.3	0.4	0.5	0.9	0.5	0.0	0.0	0.0	0.0	0.0	
50.	*	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
	0.4	0.4	0.4	1.0	0.7	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.4	0.2
	0.4	0.6	0.6	0.9	0.8	0.0	0.0	0.2	0.1	0.1	
70.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.3	0.2
	0.4	0.6	0.5	0.9	1.0	0.0	0.1	0.2	0.2	0.1	
80.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
	0.3	0.5	0.6	0.6	1.1	0.0	0.1	0.2	0.2	0.1	
90.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
	0.3	0.5	0.6	0.7	0.8	0.1	0.1	0.2	0.2	0.1	
100.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
	0.3	0.4	0.7	0.6	0.6	0.2	0.2	0.2	0.2	0.2	
110.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.2	0.0
	0.1	0.4	0.5	0.4	0.4	0.4	0.3	0.3	0.2	0.2	
120.	*	0.0	0.0	0.1	0.2	0.1	0.3	0.3	0.4	0.1	0.0
	0.1	0.2	0.4	0.2	0.3	0.5	0.7	0.7	0.2	0.2	
130.	*	0.0	0.0	0.3	0.2	0.2	0.1	0.1	0.2	0.0	0.0
	0.1	0.2	0.3	0.3	0.0	0.7	0.7	0.8	0.3	0.2	
140.	*	0.0	0.1	0.7	0.4	0.4	0.0	0.1	0.1	0.0	0.0
	0.1	0.2	0.2	0.2	0.0	0.7	0.6	0.8	0.4	0.2	
150.	*	0.1	0.2	0.8	0.5	0.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.7	0.4	0.8	0.6	0.4	

160.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.7	0.5	0.5	0.6	0.4	
170.	*	0.2	0.3	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.5	0.6	0.4	
180.	*	0.2	0.4	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.2	0.0	0.0	0.5	0.6	0.6	0.4	0.5	
190.	*	0.2	0.4	0.7	0.4	0.4	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.4	0.7	0.6	0.4	0.4	
200.	*	0.3	0.5	0.4	0.6	0.4	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.4	0.3	
210.	*	0.3	0.4	0.3	0.7	0.4	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.4	0.5	0.4	
220.	*	0.2	0.3	0.4	0.8	0.5	0.0	0.0	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.4	
230.	*	0.3	0.3	0.3	0.7	0.4	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.5	0.6	0.7	0.5	0.4	
240.	*	0.5	0.4	0.5	0.8	0.4	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.7	0.4	0.3	
250.	*	0.5	0.6	0.6	0.8	0.4	0.0	0.2	0.3	0.3	0.1
	0.0	0.0	0.0	0.1	0.1	0.6	0.4	0.7	0.4	0.3	
260.	*	0.5	0.5	0.7	1.0	0.6	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.0	0.1	0.1	0.8	0.5	0.6	0.3	0.1	
270.	*	0.3	0.5	0.9	0.9	0.8	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.1	0.2	0.4	0.9	0.9	0.8	0.3	0.1	
280.	*	0.3	0.3	0.9	0.8	0.9	0.0	0.2	0.3	0.3	0.1
	0.0	0.1	0.3	0.6	0.6	0.6	0.5	0.5	0.1	0.0	
290.	*	0.2	0.3	0.6	0.8	0.9	0.2	0.5	0.6	0.4	0.1
	0.0	0.1	0.6	0.5	0.5	0.2	0.3	0.2	0.0	0.0	
300.	*	0.2	0.2	0.3	0.3	0.5	0.2	0.4	0.6	0.5	0.2
	0.1	0.2	0.7	0.6	0.5	0.2	0.2	0.1	0.0	0.0	
310.	*	0.2	0.2	0.2	0.3	0.3	0.4	0.5	0.7	0.6	0.2
	0.2	0.2	1.0	0.6	0.6	0.2	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.2	0.1	0.2	0.5	0.4	0.7	0.7	0.4
	0.1	0.3	1.0	0.7	0.6	0.1	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.2	0.1	0.1	0.4	0.5	0.6	0.7	0.5
	0.3	0.4	1.0	0.8	0.7	0.1	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.2	0.1	0.1	0.5	0.3	0.4	0.5	0.4
	0.3	0.5	0.9	0.9	0.5	0.0	0.0	0.0	0.0	0.0	
350.	*	0.1	0.2	0.2	0.1	0.1	0.6	0.4	0.4	0.5	0.4
	0.4	0.4	0.6	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
360.	*	0.1	0.2	0.2	0.1	0.0	0.6	0.6	0.4	0.3	0.4
	0.3	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.5	0.6	0.9	1.0	0.9	0.6	0.6	0.7	0.7	0.5
	0.4	0.6	1.0	1.0	1.1	0.9	0.9	0.8	0.6	0.5	
DEGR.	*	240	250	280	260	280	0	0	310	320	330
		60	310	20	80	270	270	270	150	180	20

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*										
-----										
0.	*	0.3	0.4	0.5	0.1	0.0	0.3	0.6	0.6	0.4
		0.3	0.5	0.7	1.2	0.5	0.1	0.0	0.0	
10.	*	0.2	0.3	0.4	0.0	0.0	0.3	0.4	0.7	0.4
		0.6	0.6	0.8	1.2	0.7	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.4	0.5	0.7	0.3
		0.5	0.6	0.8	1.3	0.7	0.0	0.3	0.2	0.2
30.	*	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.5	0.3
		0.3	0.5	0.8	1.4	1.0	0.1	0.6	0.4	0.3
40.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.2
		0.3	0.5	0.7	1.3	1.3	0.1	0.2	0.8	0.4
50.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.6	0.2
		0.3	0.5	0.6	1.0	1.4	0.1	0.3	0.8	0.5
60.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.5	0.2
		0.4	0.4	0.6	0.9	1.3	0.2	0.3	0.7	0.6
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.5	0.4	0.3
		0.4	0.5	0.7	0.7	1.1	0.3	0.3	0.6	0.6
80.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.5	0.5	0.3
		0.4	0.5	0.6	0.5	0.9	0.4	0.5	0.5	0.7
90.	*	0.0	0.0	0.1	0.1	0.0	0.9	0.7	0.5	0.3
		0.3	0.5	0.6	0.5	0.6	0.5	0.6	0.6	0.4
100.	*	0.0	0.0	0.2	0.1	0.2	0.7	0.6	0.6	0.2
		0.2	0.3	0.6	0.4	0.3	0.6	0.7	0.8	0.4
110.	*	0.0	0.0	0.5	0.5	0.3	0.4	0.5	0.5	0.1
		0.2	0.2	0.4	0.1	0.1	1.0	1.1	0.9	0.4
120.	*	0.0	0.2	0.8	0.7	0.7	0.2	0.2	0.1	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.7	1.1	1.3
130.	*	0.2	0.4	0.8	0.7	0.8	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.9	0.6	1.2
140.	*	0.3	0.3	0.7	0.5	0.7	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.9	0.6	1.1
150.	*	0.3	0.3	0.6	0.5	0.6	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.0	1.0	1.0	0.6	1.0

160.	*	0.3	0.3	0.6	0.4	0.5	0.0	0.0	0.0	0.0	0.0
	0.2	0.2	0.2	0.1	0.0	0.8	1.0	0.6	1.0	0.8	
170.	*	0.2	0.3	0.5	0.4	0.3	0.0	0.0	0.1	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.7	1.0	0.5	0.8	0.9	
180.	*	0.3	0.3	0.5	0.5	0.3	0.0	0.0	0.1	0.1	0.1
	0.1	0.1	0.1	0.0	0.0	0.5	1.0	0.7	0.6	0.8	
190.	*	0.3	0.4	0.5	0.5	0.3	0.0	0.0	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.8	0.6	0.8	
200.	*	0.3	0.4	0.5	0.8	0.4	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.4	0.9	0.9	0.5	0.4	
210.	*	0.8	0.5	0.6	0.7	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.9	0.5	0.6	
220.	*	0.7	0.8	0.6	0.7	0.4	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	1.0	0.5	0.4	
230.	*	0.7	0.9	0.7	0.7	0.6	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	0.8	1.0	0.4	0.2	
240.	*	0.7	1.1	0.9	0.8	0.6	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	1.0	0.8	1.0	0.5	0.4	
250.	*	0.6	0.8	1.2	1.1	0.9	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.1	0.5	0.4	
260.	*	0.4	0.7	1.2	0.9	1.0	0.1	0.1	0.5	0.2	0.2
	0.0	0.0	0.2	0.2	0.2	1.0	0.9	0.9	0.5	0.3	
270.	*	0.3	0.5	0.9	0.8	0.9	0.5	0.5	0.9	0.3	0.2
	0.0	0.1	0.8	0.7	0.6	0.7	0.6	0.6	0.2	0.1	
280.	*	0.3	0.3	0.7	0.6	0.6	0.6	0.9	1.1	0.7	0.4
	0.2	0.4	1.0	1.0	0.9	0.5	0.3	0.3	0.1	0.1	
290.	*	0.3	0.3	0.7	0.4	0.3	0.5	0.6	1.0	0.6	0.4
	0.3	0.5	1.3	0.9	0.9	0.4	0.2	0.2	0.1	0.0	
300.	*	0.3	0.3	0.6	0.3	0.2	0.4	0.8	0.9	0.7	0.6
	0.3	0.4	1.3	1.0	0.7	0.5	0.2	0.1	0.0	0.0	
310.	*	0.3	0.3	0.6	0.3	0.2	0.6	0.6	0.7	0.8	0.4
	0.3	0.5	1.4	1.2	0.5	0.5	0.1	0.1	0.0	0.0	
320.	*	0.3	0.3	0.5	0.2	0.2	0.6	0.6	0.6	0.6	0.6
	0.3	0.6	1.2	1.3	0.6	0.5	0.1	0.0	0.0	0.0	
330.	*	0.3	0.4	0.5	0.2	0.2	0.7	0.7	0.6	0.3	0.5
	0.4	0.7	1.2	1.2	0.7	0.4	0.1	0.0	0.0	0.0	
340.	*	0.3	0.4	0.4	0.2	0.1	0.7	0.7	0.6	0.5	0.3
	0.5	0.5	0.9	1.3	0.6	0.3	0.0	0.0	0.0	0.0	
350.	*	0.3	0.4	0.5	0.2	0.1	0.4	0.7	0.8	0.5	0.5
	0.5	0.5	0.7	1.2	0.7	0.2	0.0	0.0	0.0	0.0	
360.	*	0.3	0.4	0.5	0.1	0.0	0.3	0.6	0.6	0.6	0.4
	0.3	0.5	0.7	1.2	0.5	0.1	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.8	1.1	1.2	1.1	1.0	0.9	0.9	1.1	0.8	0.6
	0.6	0.7	1.4	1.4	1.4	1.1	1.1	1.1	1.3	0.9	
DEGR.	*	210	240	250	250	260	80	280	280	310	300
		330	310	30	50	120	110	120	120	170	10

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.2	0.6	0.4	0.3
	0.2	0.5	0.7	0.9	0.8	0.0	0.0	0.3	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	1.0	1.2	0.6	0.4	0.4
	0.2	0.3	0.8	0.9	0.8	0.0	0.0	0.5	0.2	0.1	
20.	*	0.0	0.0	0.0	0.0	0.3	0.9	1.3	0.6	0.5	0.5
	0.4	0.4	0.4	1.0	0.9	0.0	0.1	0.6	0.2	0.1	
30.	*	0.0	0.0	0.0	0.1	0.6	0.9	1.4	0.7	0.7	0.4
	0.4	0.4	0.5	1.0	1.1	0.0	0.1	0.7	0.3	0.2	
40.	*	0.0	0.0	0.1	0.2	0.8	0.6	1.4	1.1	0.7	0.4
	0.3	0.7	0.6	1.1	1.2	0.1	0.2	0.7	0.4	0.2	
50.	*	0.0	0.1	0.1	0.3	0.8	0.8	1.4	1.3	0.6	0.2
	0.3	0.6	0.9	0.9	1.2	0.1	0.2	0.6	0.3	0.2	
60.	*	0.1	0.1	0.2	0.3	0.7	0.6	1.0	1.2	0.4	0.2
	0.2	0.3	0.9	0.8	1.0	0.2	0.3	0.6	0.4	0.2	
70.	*	0.1	0.2	0.3	0.3	0.6	0.7	0.9	1.1	0.2	0.2
	0.2	0.4	0.9	0.9	1.2	0.2	0.3	0.6	0.5	0.2	
80.	*	0.1	0.2	0.4	0.5	0.6	0.6	0.6	0.9	0.2	0.2
	0.2	0.2	0.7	0.7	0.7	0.3	0.3	0.7	0.7	0.2	
90.	*	0.2	0.3	0.5	0.5	0.6	0.5	0.5	0.6	0.2	0.1
	0.1	0.2	0.5	0.3	0.5	0.6	0.8	0.9	0.8	0.2	
100.	*	0.2	0.3	0.6	0.7	0.7	0.5	0.2	0.3	0.1	0.1
	0.1	0.1	0.3	0.3	0.0	0.8	0.7	1.0	0.8	0.4	
110.	*	0.3	0.3	1.0	1.1	1.0	0.3	0.1	0.1	0.1	0.1
	0.0	0.1	0.1	0.0	0.0	0.8	0.8	1.2	1.0	0.3	
120.	*	0.4	0.3	1.1	0.7	1.1	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.9	0.5	1.0	1.1	0.4	
130.	*	0.2	0.6	1.1	0.9	0.6	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.9	1.2	0.8	
140.	*	0.4	0.5	1.1	0.9	0.6	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.8	0.8	
150.	*	0.4	0.6	1.0	1.0	0.6	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.5	0.8	0.7	

160.	*	0.4	0.5	0.8	1.0	0.6	0.2	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.6	0.5	
170.	*	0.5	0.4	0.7	1.0	0.6	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.4	0.7	
180.	*	0.4	0.4	0.5	1.0	0.7	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.4	0.5	
190.	*	0.4	0.4	0.5	1.0	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.3	
200.	*	0.8	0.5	0.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.4	
210.	*	0.8	0.7	0.5	0.8	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
220.	*	0.9	0.9	0.7	0.7	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
230.	*	0.6	0.8	0.9	0.8	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.3	0.3	
240.	*	0.5	0.8	1.0	0.8	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.3	
250.	*	0.4	0.8	0.9	1.0	1.1	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.2	
260.	*	0.2	0.6	1.0	0.9	0.9	0.2	0.3	0.2	0.0	0.0
		0.0	0.0	0.1	0.2	0.7	0.7	0.7	0.3	0.0	
270.	*	0.2	0.4	0.7	0.6	0.6	0.8	0.6	0.6	0.2	0.1
		0.1	0.2	0.7	0.6	0.4	0.5	0.4	0.0	0.0	
280.	*	0.2	0.3	0.5	0.3	0.3	1.0	0.8	1.0	0.3	0.1
		0.1	0.3	1.0	0.8	0.7	0.1	0.1	0.0	0.0	
290.	*	0.2	0.3	0.4	0.2	0.2	1.2	0.9	0.9	0.5	0.3
		0.3	0.4	1.1	1.0	0.8	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.5	0.2	0.1	1.3	0.8	0.7	0.5	0.3
		0.3	0.5	0.9	0.9	0.7	0.0	0.0	0.0	0.0	
310.	*	0.2	0.3	0.5	0.1	0.1	1.3	1.0	0.5	0.4	0.4
		0.3	0.4	0.9	0.9	0.6	0.0	0.0	0.0	0.0	
320.	*	0.2	0.3	0.5	0.1	0.0	1.3	1.1	0.5	0.3	0.3
		0.4	0.5	0.8	0.9	0.7	0.0	0.0	0.0	0.0	
330.	*	0.1	0.2	0.4	0.1	0.0	1.3	1.2	0.6	0.4	0.3
		0.3	0.4	0.6	0.9	0.8	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.3	0.0	0.0	1.1	1.2	0.7	0.5	0.3
		0.3	0.3	0.6	0.8	0.7	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.9	1.3	0.7	0.4	0.2
		0.3	0.4	0.6	0.8	0.8	0.0	0.0	0.1	0.1	0.0
360.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.2	0.6	0.4	0.3
		0.2	0.5	0.7	0.9	0.8	0.0	0.0	0.3	0.1	0.1
-----*											
-----											
MAX	*	0.9	0.9	1.1	1.1	1.1	1.3	1.4	1.3	0.7	0.5
		0.4	0.7	1.1	1.1	1.2	0.9	0.8	1.2	1.2	0.8
DEGR.	*	220	220	120	110	120	300	30	50	30	20
		40	290	40	40	120	90	110	130	130	20

THE HIGHEST CONCENTRATION OF 1.40 PPM OCCURRED AT RECEPTOR REC33.

JOB: Red Line Blue Line RUN: 2018  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:19:36

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)	(VEH)			
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	124.	100.0	1.0 10.0	****	27.5		
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	189.	100.0	1.0 20.0	0.48	3.4		
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	95.	100.0	1.0 10.0	0.41	2.9		
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	100.	100.0	1.0 10.0	0.76	5.1		
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	280.	100.0	1.0 40.0	0.51	5.0		
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	176.	100.0	1.0 20.0	0.47	3.8		
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	109.	100.0	1.0 10.0	1.19	25.8		
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	192.	100.0	1.0 20.0	0.52	3.6		
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	264.	100.0	1.0 30.0	0.72	6.0		
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	137.	100.0	1.0 20.0	0.67	6.6		
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	189.	100.0	1.0 20.0	0.62	4.5		
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	114.	100.0	1.0 10.0	0.04	0.1		
13. Camb/StaniFord EB L *	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	96.	100.0	1.0 10.0	1.12	32.3		
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	168.	100.0	1.0 20.0	0.77	7.0		

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	192.	100.0	1.0	20.0 0.60 4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	96.	100.0	1.0	10.0 0.12 0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	122.	100.0	1.0	20.0 0.76 7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	67.	100.0	1.0	20.0 0.43 3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	102.	100.0	1.0	10.0 0.70 4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	179.	100.0	1.0	30.0 0.53 5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	105.	100.0	1.0	30.0 0.35 2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	272.	100.0	1.0	30.0 1.11 35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	117.	100.0	1.0	30.0 0.13 1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	117.	100.0	1.0	30.0 0.15 1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	151.	100.0	1.0	20.0 0.31 3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	76.	100.0	1.0	10.0 0.53 6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	227.	100.0	1.0	30.0 0.31 3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	280.	100.0	1.0	30.0 1.26 63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	143.	100.0	1.0	20.0 0.59 5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	241.	100.0	1.0	30.0 0.28 2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1275.	8.9	1.0	****		
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	755.	8.9	1.0	74.0		
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	415.	8.9	1.0	54.0		
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1740.	8.9	1.0	****		
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	945.	8.9	1.0	72.0		
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.9	1.0	77.0		
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1835.	8.9	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1020.	8.9	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.9	1.0	30.0		
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	960.	8.9	1.0	51.0		
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1115.	8.9	1.0	51.0		

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	8.9	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	8.9	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	9.3	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

DATE : 12/29/ 9

TIME : 9:19:36

## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)						*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT) (DEG)	X1	Y1	X2	Y2				
	(G/MI)	(FT)	(FT)		(VEH)			
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319. 179. AG		80.	9.3	1.0	50.0			
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328. 89. AG		1140.	8.9	1.0	59.0			
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321. 89. AG		1330.	8.9	1.0	49.0			
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140. 334. AG		650.	8.9	1.0	51.0			
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131. 1. AG		650.	8.9	1.0	40.0			
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143. 334. AG		1000.	9.3	1.0	40.0			
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144. 360. AG		1000.	9.3	1.0	40.0			
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189. 120. AG		1330.	8.9	1.0	51.0			
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165. 189. AG		420.	9.3	1.0	51.0			
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157. 184. AG		460.	9.3	1.0	51.0			
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80. 29. AG		315.	9.3	1.0	29.0			
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111. 321. AG		370.	9.3	1.0	40.0			
57. Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*	
159. 333. AG		685.	9.3	1.0	40.0			
58. Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*	
145. 84. AG		560.	9.3	1.0	51.0			
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154. 343. AG		450.	9.3	1.0	51.0			
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218. 284. AG		1395.	8.9	1.0	45.0			
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318. 276. AG		1395.	8.9	1.0	36.0			
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176. 296. AG		760.	9.3	1.0	38.0			
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77. 259. AG		760.	9.3	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	8.9 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	8.9 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	8.9 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	9.4 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	9.4 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	8.9 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	8.9 1.0	30.0	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

DATE : 12/29/ 9

TIME : 9:19:36

## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	48.31	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	48.31	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	48.31	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	48.31	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	48.31	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	48.31	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	48.31	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	48.31	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	48.31	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	48.31	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	48.31	1	3		
12. Temple NB	*	100	88	3.0	5
1600	48.31	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	375
1600	48.31	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	740
1600	48.31	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	48.31	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	48.31	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	48.31	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	48.31	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	48.31	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	48.31	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	48.31	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1330
1600	48.31	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	48.31	1	3		
24. Camb/Under Bridge L *		100	30	3.0	460
1600	48.31	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	370
1600	48.31	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	315
1600	48.31	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	560
1600	48.31	1	3		
28. Longfellow Inbound *		100	72	3.0	1395
1600	48.31	1	3		
29. David Mugar Way *		100	55	3.0	760
1600	48.31	1	3		
30. Camb/Strw SB *		100	62	3.0	450
1600	48.31	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

DATE : 12/29/ 9

TIME : 9:19:36

## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*

56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*



JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

		WIND * CONCENTRATION									
		ANGLE * (PPM)									
(DEGR)*		REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10
		REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
-----*											
0.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.3	0.2
	1.1	0.2	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.6	0.3	0.3
	0.8	0.1	0.3	0.6	0.5	0.0	0.0	0.1	0.0	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.7	0.3	0.3
	1.1	0.2	0.3	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.3	0.3
	1.1	0.3	0.4	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
40.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.2
	1.1	0.3	0.5	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
50.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.9	0.3	0.2
	1.0	0.3	0.6	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.2	0.2
	1.0	0.2	0.7	0.7	0.6	0.0	0.0	0.1	0.1	0.0	
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.8	0.4	0.2
	1.1	0.2	0.6	0.8	0.8	0.0	0.0	0.1	0.1	0.1	
80.	*	0.0	0.0	0.1	0.1	0.3	0.6	0.8	0.8	0.3	0.1
	1.1	0.3	0.8	0.8	0.6	0.2	0.1	0.2	0.1	0.1	
90.	*	0.0	0.1	0.5	0.5	0.4	0.5	0.5	0.5	0.1	0.0
	1.1	0.0	0.4	0.4	0.3	0.6	0.7	0.7	0.1	0.1	
100.	*	0.2	0.3	0.7	0.6	0.6	0.2	0.1	0.1	0.0	0.0
	1.2	0.0	0.1	0.1	0.1	0.6	0.8	0.9	0.5	0.3	
110.	*	0.3	0.3	0.7	0.5	0.6	0.0	0.0	0.0	0.0	0.2
	1.1	0.1	0.0	0.0	0.4	0.7	0.8	0.8	0.4	0.3	
120.	*	0.2	0.3	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.4
	0.8	0.2	0.0	0.1	0.8	0.7	0.6	0.6	0.5	0.3	
130.	*	0.2	0.4	0.8	0.6	0.5	0.0	0.0	0.0	0.1	0.7
	0.4	0.5	0.1	0.3	1.2	0.8	0.6	0.5	0.5	0.3	
140.	*	0.2	0.3	0.8	0.6	0.5	0.0	0.0	0.0	0.2	1.0
	0.1	0.6	0.2	0.5	1.3	0.8	0.6	0.2	0.4	0.4	
150.	*	0.3	0.4	0.8	0.7	0.5	0.0	0.0	0.1	0.3	1.0
	0.0	0.7	0.3	0.5	1.2	0.8	0.8	0.3	0.5	0.4	

160.	*	0.3	0.4	0.9	0.8	0.5	0.0	0.1	0.2	0.4	1.0
	0.0	0.7	0.4	0.5	1.0	0.8	0.8	0.5	0.4	0.5	
170.	*	0.4	0.4	0.8	0.9	0.5	0.0	0.1	0.2	0.4	0.9
	0.0	0.7	0.4	0.5	1.0	0.8	0.9	0.5	0.3	0.3	
180.	*	0.4	0.4	0.8	0.9	0.5	0.1	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.5	0.9	0.8	0.8	0.5	0.4	0.3	
190.	*	0.3	0.4	0.6	0.9	0.6	0.1	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.4	0.4	
200.	*	0.3	0.4	0.5	1.0	0.6	0.2	0.2	0.2	0.4	0.8
	0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.4	0.3	
210.	*	0.4	0.5	0.6	1.0	0.7	0.2	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.5	0.3	
220.	*	0.4	0.5	0.5	0.9	0.8	0.2	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.5	0.8	0.9	0.8	0.9	0.5	0.3	
230.	*	0.4	0.5	0.6	1.0	0.9	0.2	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.4	0.8	1.0	0.8	0.9	0.5	0.3	
240.	*	0.3	0.6	0.9	0.9	1.0	0.2	0.2	0.3	0.4	0.8
	0.0	0.6	0.3	0.5	0.8	0.9	0.9	0.8	0.5	0.4	
250.	*	0.5	0.7	0.9	0.8	1.0	0.2	0.2	0.4	0.4	0.9
	0.0	0.6	0.3	0.5	1.0	1.3	1.0	1.2	0.6	0.4	
260.	*	0.4	0.6	0.9	0.8	0.9	0.6	0.5	0.6	0.6	0.9
	0.0	0.9	0.7	1.0	1.5	1.2	1.1	1.0	0.6	0.3	
270.	*	0.4	0.4	0.7	0.5	0.6	0.9	0.9	1.1	0.7	1.3
	0.3	1.0	1.0	1.3	1.9	1.1	1.0	0.8	0.3	0.3	
280.	*	0.1	0.2	0.5	0.4	0.3	1.1	1.0	1.1	0.9	1.4
	0.4	1.3	1.2	1.4	2.2	0.6	0.6	0.5	0.3	0.1	
290.	*	0.0	0.1	0.1	0.0	0.0	1.0	0.9	1.0	0.8	1.5
	0.8	1.1	1.3	1.3	2.0	0.0	0.0	0.0	0.0	0.0	
300.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.6	0.6	0.5	1.1
	1.1	0.8	0.8	0.8	1.4	0.0	0.0	0.0	0.0	0.0	
310.	*	0.0	0.1	0.1	0.0	0.0	0.8	0.6	0.4	0.4	0.7
	1.4	0.4	0.7	0.6	1.1	0.0	0.0	0.0	0.0	0.0	
320.	*	0.0	0.1	0.1	0.0	0.0	0.8	0.7	0.4	0.3	0.3
	1.5	0.2	0.7	0.5	0.7	0.0	0.0	0.0	0.0	0.0	
330.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.7	0.4	0.2	0.2
	1.4	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
340.	*	0.0	0.1	0.1	0.0	0.0	0.6	0.8	0.3	0.2	0.2
	1.3	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
350.	*	0.0	0.0	0.1	0.0	0.0	0.6	0.8	0.5	0.2	0.0
	1.2	0.3	0.6	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
360.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.3	0.2
	1.1	0.2	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.5	0.7	0.9	1.0	1.0	1.1	1.0	1.1	0.9	1.5
	1.5	1.3	1.3	1.4	2.2	1.3	1.1	1.2	0.6	0.5	
DEGR.	*	250	250	160	200	250	280	280	270	280	290
		280	290	280	280	250	260	250	250	160	320

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.1	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.1	0.2
		0.1	0.4	0.5	0.6	0.5	0.0	0.1	0.2	0.2	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.5	0.3	0.2
		0.1	0.1	0.5	0.7	0.6	0.0	0.1	0.3	0.2	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.5	0.4	0.3
		0.4	0.2	0.3	0.6	0.6	0.0	0.1	0.3	0.2	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.3	0.2
		0.4	0.4	0.4	0.5	0.7	0.0	0.2	0.5	0.2	0.1
40.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.4	0.3
		0.3	0.5	0.4	0.2	0.7	0.1	0.3	0.7	0.2	0.1
50.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.8	0.5	0.3
		0.4	0.4	0.5	0.3	0.5	0.1	0.2	0.7	0.2	0.1
60.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.7	0.4	0.1
		0.3	0.5	0.8	0.4	0.5	0.0	0.3	0.8	0.3	0.2
70.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.5	0.3	0.1
		0.2	0.4	0.8	0.6	0.4	0.1	0.4	0.7	0.3	0.2
80.	*	0.0	0.0	0.0	0.0	0.2	0.8	0.6	0.4	0.2	0.1
		0.2	0.2	0.6	0.4	0.4	0.1	0.3	0.7	0.3	0.3
90.	*	0.0	0.0	0.0	0.2	0.6	0.5	0.3	0.2	0.1	0.1
		0.2	0.2	0.4	0.4	0.2	0.3	0.4	0.9	0.3	0.3
100.	*	0.0	0.1	0.3	0.5	0.8	0.3	0.2	0.1	0.1	0.0
		0.1	0.2	0.2	0.2	0.1	0.4	0.5	1.3	0.5	0.3
110.	*	0.0	0.2	0.5	0.5	0.9	0.2	0.1	0.1	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	0.6	0.3	1.0	0.9	0.4
120.	*	0.2	0.4	1.0	0.9	1.2	0.1	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	1.0	0.5	0.8	0.9	0.5
130.	*	0.5	0.7	1.3	1.3	1.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	1.2	0.6	0.8	0.8	0.5
140.	*	0.6	0.7	1.2	1.4	1.6	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.1	0.0	1.0	0.9	0.5	0.6	0.3
150.	*	0.3	0.5	1.0	1.5	1.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.1	0.2	0.0	0.0	0.9	0.9	0.5	0.5	0.4

160.	*	0.3	0.6	0.8	1.3	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.9	0.8	0.7	0.4	0.3	
170.	*	0.3	0.4	0.6	1.2	1.3	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.0	0.0	1.0	0.9	0.6	0.3	0.3	
180.	*	0.3	0.4	0.5	1.1	1.3	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	1.3	0.9	0.6	0.3	0.3	
190.	*	0.3	0.5	0.6	1.1	1.2	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	1.8	0.9	0.5	0.6	0.8	
200.	*	0.6	0.6	0.5	1.1	1.1	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.4	1.0	0.6	0.8	1.2	
210.	*	0.7	0.9	0.6	1.0	1.2	0.0	0.1	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	2.7	1.4	1.0	1.2	1.5	
220.	*	0.9	1.0	0.8	0.9	1.1	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.8	1.7	1.3	1.4	1.6	
230.	*	1.1	1.2	1.1	0.9	1.0	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.8	1.9	1.4	1.5	1.4	
240.	*	1.3	1.3	1.4	1.3	1.1	0.1	0.2	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.2	2.9	2.1	1.5	1.5	1.1	
250.	*	1.1	1.4	1.5	1.5	1.5	0.4	0.4	0.1	0.1	0.1
	0.0	0.0	0.2	0.2	0.4	2.8	2.1	1.4	1.3	0.7	
260.	*	0.9	1.1	1.6	1.7	1.8	0.6	0.5	0.3	0.2	0.1
	0.0	0.1	0.4	0.4	0.7	2.8	2.0	1.4	1.0	0.5	
270.	*	0.7	0.8	1.1	1.4	1.8	1.2	0.9	0.5	0.4	0.2
	0.1	0.3	0.6	0.7	0.9	2.6	2.0	1.2	0.6	0.2	
280.	*	0.5	0.5	0.6	1.1	1.5	1.3	1.6	1.1	0.6	0.4
	0.3	0.5	0.7	0.9	1.1	2.3	1.5	0.7	0.3	0.1	
290.	*	0.4	0.3	0.3	0.6	1.1	1.2	1.6	1.6	0.9	0.7
	0.6	0.7	1.1	1.2	1.2	2.0	1.2	0.4	0.0	0.0	
300.	*	0.4	0.3	0.3	0.3	0.4	0.8	1.1	1.6	1.1	0.9
	0.8	1.1	1.4	1.3	1.4	1.7	0.6	0.1	0.0	0.0	
310.	*	0.3	0.3	0.4	0.1	0.1	0.4	0.7	1.3	1.2	0.9
	1.0	0.9	1.4	1.4	1.5	1.3	0.3	0.0	0.0	0.0	
320.	*	0.3	0.3	0.2	0.0	0.0	0.4	0.6	0.9	0.8	0.8
	0.8	0.9	1.1	1.2	1.3	1.0	0.1	0.0	0.0	0.0	
330.	*	0.3	0.2	0.3	0.0	0.0	0.5	0.5	0.8	0.4	0.6
	0.6	0.6	0.9	0.7	1.1	0.6	0.0	0.1	0.0	0.0	
340.	*	0.2	0.1	0.0	0.0	0.0	0.5	0.6	0.6	0.5	0.4
	0.3	0.5	0.8	0.6	0.9	0.3	0.0	0.2	0.1	0.0	
350.	*	0.1	0.0	0.0	0.0	0.0	0.6	0.5	0.5	0.2	0.2
	0.2	0.5	0.5	0.7	0.5	0.1	0.0	0.2	0.1	0.0	
360.	*	0.1	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.1	0.2
	0.1	0.4	0.5	0.6	0.5	0.0	0.1	0.2	0.2	0.0	
-----*											
-----											
MAX	*	1.3	1.4	1.6	1.7	1.8	1.3	1.6	1.6	1.2	0.9
	1.0	1.1	1.4	1.4	1.5	2.9	2.1	1.5	1.5	1.6	
DEGR.	*	240	250	260	260	260	280	290	290	310	310
		300	310	310	310	240	240	240	230	220	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.1	0.1	0.1	0.0	0.0	0.8	0.6	0.8	0.4	0.3
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.2	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.3	0.2
		0.2	0.5	0.8	0.7	0.5	0.0	0.0	0.4	0.2	0.1
20.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.3	0.3
		0.2	0.4	0.8	1.0	0.5	0.0	0.1	0.5	0.2	0.2
30.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.3	0.3
		0.3	0.2	0.7	1.0	0.6	0.0	0.1	0.6	0.2	0.2
40.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.3	0.2
		0.3	0.3	0.6	1.0	0.8	0.1	0.2	0.6	0.2	0.2
50.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.4	0.3
		0.2	0.4	0.7	1.0	0.8	0.1	0.2	0.6	0.2	0.2
60.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.4	0.3
		0.3	0.5	0.7	0.7	0.9	0.2	0.2	0.6	0.3	0.2
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.4	0.3
		0.3	0.4	0.9	1.0	0.8	0.2	0.3	0.5	0.3	0.1
80.	*	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.7	0.3	0.1
		0.1	0.3	0.9	0.8	0.9	0.4	0.4	0.5	0.5	0.2
90.	*	0.0	0.1	0.6	0.5	0.5	0.5	0.5	0.5	0.1	0.0
		0.0	0.1	0.6	0.5	0.4	0.6	0.8	0.9	0.6	0.2
100.	*	0.1	0.3	0.9	0.8	0.7	0.1	0.1	0.1	0.0	0.0
		0.0	0.0	0.2	0.1	0.2	0.8	0.9	1.1	0.9	0.3
110.	*	0.2	0.3	0.9	0.8	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.8	0.8	0.9	0.9	0.4
120.	*	0.3	0.4	0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.8	0.6	0.7	1.0	0.5
130.	*	0.3	0.4	0.8	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.9	0.5
140.	*	0.3	0.3	0.7	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.5	0.9	0.6
150.	*	0.3	0.3	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.7	0.7	0.6

160.	*	0.3	0.3	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.6	0.6	
170.	*	0.3	0.3	0.5	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.5	0.4	0.4	
180.	*	0.3	0.3	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.5	0.3	0.4	
190.	*	0.4	0.3	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.3	0.2	
200.	*	0.6	0.7	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.4	0.2	
210.	*	0.6	0.5	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.7	0.3	0.3
220.	*	0.6	0.7	0.6	0.7	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.1	0.1	0.6	0.6	0.8	0.4	0.3
230.	*	0.6	0.9	0.8	0.7	0.8	0.0	0.0	0.1	0.0	0.0
		0.0	0.0	0.1	0.1	0.2	0.7	0.7	0.8	0.4	0.3
240.	*	0.5	0.9	0.9	0.8	1.0	0.1	0.1	0.2	0.1	0.0
		0.0	0.1	0.1	0.1	0.2	0.8	0.7	0.8	0.4	0.3
250.	*	0.3	0.7	0.9	0.9	0.9	0.1	0.1	0.2	0.1	0.1
		0.1	0.1	0.1	0.2	0.2	0.9	0.8	0.7	0.4	0.3
260.	*	0.6	1.0	1.2	0.9	0.9	0.3	0.2	0.4	0.2	0.1
		0.2	0.2	0.4	0.5	0.5	1.1	1.2	1.0	0.5	0.4
270.	*	0.5	0.7	1.0	1.0	1.0	0.8	0.8	0.8	0.5	0.5
		0.5	0.5	0.8	1.0	1.1	0.8	0.8	0.7	0.3	0.3
280.	*	0.2	0.3	0.6	0.4	0.4	0.8	1.0	1.2	0.6	0.5
		0.5	0.6	1.2	1.2	1.3	0.4	0.2	0.2	0.0	0.0
290.	*	0.1	0.2	0.5	0.2	0.2	0.6	0.6	0.9	0.2	0.4
		0.3	0.2	0.9	0.7	0.7	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.5	0.2	0.1	0.8	0.7	0.6	0.3	0.2
		0.2	0.3	0.9	0.7	0.7	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.5	0.2	0.1	0.8	0.7	0.7	0.2	0.2
		0.2	0.3	0.8	0.5	0.5	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.1	0.9	0.7	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.4	0.1	0.0	0.8	0.7	0.6	0.2	0.2
		0.2	0.4	0.7	0.6	0.5	0.0	0.0	0.0	0.0	
340.	*	0.2	0.2	0.3	0.1	0.0	0.7	0.8	0.7	0.3	0.2
		0.2	0.3	0.6	0.7	0.5	0.0	0.0	0.0	0.0	
350.	*	0.1	0.2	0.2	0.0	0.0	0.7	0.7	0.8	0.5	0.3
		0.2	0.2	0.6	0.7	0.5	0.0	0.0	0.1	0.0	0.0
360.	*	0.1	0.1	0.1	0.0	0.0	0.8	0.6	0.8	0.4	0.3
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.2	0.1	0.1
-----*											
-----											
MAX	*	0.6	1.0	1.2	1.0	1.0	0.9	1.0	1.2	0.6	0.5
		0.5	0.6	1.2	1.2	1.3	1.1	1.2	1.1	1.0	0.6
DEGR.	*	200	260	260	270	270	320	280	280	280	270
		280	280	280	280	260	260	100	120	140	

THE HIGHEST CONCENTRATION OF 2.90 PPM OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2018  
Build Condition

DATE : 12/29/ 9  
TIME : 9:21:36

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
-----*							
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	124.	100.0	1.0 10.0	****	27.5		
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	189.	100.0	1.0 20.0	0.48	3.4		
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	95.	100.0	1.0 10.0	0.41	2.9		
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	100.	100.0	1.0 10.0	0.76	5.1		
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
92. 290. AG	280.	100.0	1.0 40.0	0.48	4.7		
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	176.	100.0	1.0 20.0	0.47	3.8		
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	109.	100.0	1.0 10.0	1.19	25.8		
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	192.	100.0	1.0 20.0	0.52	3.6		
9. Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
112. 270. AG	264.	100.0	1.0 30.0	0.70	5.7		
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	137.	100.0	1.0 20.0	0.67	6.6		
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	189.	100.0	1.0 20.0	0.62	4.5		
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	114.	100.0	1.0 10.0	0.04	0.1		
13. Camb/StaniFord EB L *	*	3037.4	30.4	2297.3	6.5	*	
740. 268. AG	96.	100.0	1.0 10.0	1.15	37.6		
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2914.2	10.4	*	
126. 268. AG	168.	100.0	1.0 20.0	0.73	6.4		

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15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	192.	100.0	1.0	20.0 0.48 3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	96.	100.0	1.0	10.0 0.10 0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	122.	100.0	1.0	20.0 0.73 7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	67.	100.0	1.0	20.0 0.42 3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	102.	100.0	1.0	10.0 0.70 4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	179.	100.0	1.0	30.0 0.50 5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	105.	100.0	1.0	30.0 0.34 2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	272.	100.0	1.0	30.0 1.08 29.2		
23.	Camb/Under Bridge R *		1257.7	65.7	1255.5	54.2	*
	12. 191. AG	117.	100.0	1.0	30.0 0.07 0.6		
24.	Camb/Under Bridge L *		1205.3	62.3	1201.8	37.8	*
	25. 188. AG	117.	100.0	1.0	30.0 0.15 1.3		
25.	Camb/Strw WB Off T *		1070.1	121.8	1031.5	179.8	*
	70. 326. AG	151.	100.0	1.0	20.0 0.30 3.5		
26.	Camb/Strw WB Off R *		1025.0	106.9	1070.1	214.6	*
	117. 23. AG	76.	100.0	1.0	10.0 0.51 5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	227.	100.0	1.0	30.0 0.31 3.6		
28.	Longfellow Inbound *		1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	280.	100.0	1.0	30.0 1.25 61.7		
29.	David Mugar Way *		1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	143.	100.0	1.0	20.0 0.59 5.7		
30.	Camb/Strw SB *		1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	241.	100.0	1.0	30.0 0.28 2.5		
31.	Camb/Sud East *		3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1230.	8.9	1.0	****		
32.	Camb/Sud North *		3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	630.	8.9	1.0	74.0		
33.	Camb/Sud South *		3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	405.	8.9	1.0	54.0		
34.	Camb/Sud/Chardon *		3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1660.	8.3	1.0	****		
35.	Camb/Char North *		3425.4	324.3	3321.1	71.8	*
	273. 202. AG	560.	8.9	1.0	72.0		
36.	Camb/Char South *		3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.9	1.0	77.0		
37.	Camb/Char/Staniford *		3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1800.	8.3	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1030.	8.9	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.9	1.0	30.0		
40.	Camb/Stan/Bloss WB *		2235.5	38.2	3087.6	52.1	*
	852. 89. AG	950.	8.3	1.0	51.0		
41.	Camb/Stan/Bloss EB *		2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1090.	8.3	1.0	51.0		



42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	9.3	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	*	X1	Y1		X2	Y2	*
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	9.3	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	8.3	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	8.3	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	8.9	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	8.9	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	9.3	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	9.3	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	8.9	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	9.3	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	9.3	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	9.3	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	9.3	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	9.3	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	9.3	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	9.3	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	8.9	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	8.9	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	9.3	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	9.3	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	8.9 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	8.9 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	8.9 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	9.4 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	9.4 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	8.9 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	8.9 1.0	30.0	

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	EM FAC	LENGTH TYPE	TIME RATE	LOST TIME	
(VPH)	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	48.31	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	48.31	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	48.31	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	48.31	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	48.31	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	48.31	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	48.31	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	48.31	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	48.31	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	48.31	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	48.31	1	3		
12. Temple NB	*	100	88	3.0	5
1600	48.31	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	385
1600	48.31	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	705
1600	48.31	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	48.31	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	48.31	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	48.31	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	48.31	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	48.31	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	48.31	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	48.31	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1295
1600	48.31	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	48.31	1	3		
24. Camb/Under Bridge L *		100	30	3.0	455
1600	48.31	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	365
1600	48.31	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	305
1600	48.31	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	550
1600	48.31	1	3		
28. Longfellow Inbound *		100	72	3.0	1385
1600	48.31	1	3		
29. David Mugar Way *		100	55	3.0	750
1600	48.31	1	3		
30. Camb/Strw SB *		100	62	3.0	445
1600	48.31	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Sud NW1	3605.8	69.9	6.0	*
17. Camb/Sud NW2	3677.7	48.5	6.0	*
18. Camb/Sud NW3	3749.6	27.0	6.0	*
19. Camb/Sud NW4	3807.2	75.0	6.0	*
20. Camb/Sud NW5	3864.9	123.0	6.0	*
21. Camb/Char NE1	3453.2	271.1	0.0	*
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*

56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION											
ANGLE * (PPM)											
(DEGR)*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	
	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20	
-----*											
0.	*	0.1	0.2	0.2	0.1	0.0	0.5	0.5	0.4	0.3	0.4
		0.2	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	
10.	*	0.1	0.2	0.2	0.1	0.0	0.4	0.5	0.4	0.2	0.1
		0.3	0.3	0.4	0.9	0.3	0.0	0.0	0.0	0.0	
20.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.5	0.3	0.3	0.2
		0.4	0.3	0.3	0.9	0.3	0.0	0.0	0.0	0.0	
30.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.5	0.3	0.4	0.3
		0.3	0.4	0.4	0.9	0.3	0.0	0.0	0.0	0.0	
40.	*	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
		0.3	0.4	0.4	0.9	0.4	0.0	0.0	0.0	0.0	
50.	*	0.0	0.0	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
		0.4	0.4	0.4	1.0	0.5	0.0	0.0	0.1	0.1	0.0
60.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.4	0.2
		0.4	0.5	0.5	0.9	0.7	0.0	0.0	0.1	0.1	0.1
70.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.3	0.2
		0.4	0.6	0.5	0.9	1.0	0.0	0.1	0.2	0.1	0.1
80.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
		0.3	0.5	0.6	0.5	0.8	0.0	0.1	0.2	0.2	0.1
90.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
		0.3	0.5	0.6	0.6	0.8	0.1	0.1	0.2	0.2	0.1
100.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.3	0.2
		0.3	0.4	0.6	0.5	0.6	0.2	0.2	0.2	0.2	0.1
110.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.2	0.0
		0.1	0.4	0.5	0.4	0.4	0.3	0.2	0.1	0.1	0.1
120.	*	0.0	0.0	0.1	0.2	0.1	0.3	0.3	0.4	0.1	0.0
		0.1	0.2	0.4	0.2	0.2	0.5	0.6	0.5	0.1	0.1
130.	*	0.0	0.0	0.3	0.2	0.2	0.1	0.1	0.2	0.0	0.0
		0.1	0.2	0.3	0.2	0.0	0.6	0.7	0.6	0.2	0.1
140.	*	0.0	0.1	0.7	0.4	0.4	0.0	0.1	0.1	0.0	0.0
		0.1	0.2	0.2	0.2	0.0	0.6	0.6	0.7	0.3	0.1
150.	*	0.1	0.2	0.8	0.5	0.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.0	0.0	0.6	0.4	0.7	0.5	0.3



160.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.4	0.5	0.3	
170.	*	0.2	0.3	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.5	0.5	0.3	
180.	*	0.2	0.4	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.2	0.0	0.0	0.5	0.6	0.5	0.4	0.5	
190.	*	0.2	0.4	0.6	0.4	0.4	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.4	0.7	0.6	0.4	0.4	
200.	*	0.3	0.5	0.4	0.6	0.4	0.0	0.0	0.2	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.4	0.3	0.3	
210.	*	0.3	0.3	0.3	0.7	0.4	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.5	0.4	
220.	*	0.2	0.2	0.3	0.7	0.4	0.0	0.0	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.3	
230.	*	0.2	0.3	0.3	0.7	0.4	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.4	0.5	0.6	0.4	0.3	
240.	*	0.4	0.4	0.5	0.8	0.4	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.4	0.4	0.6	0.4	0.3	
250.	*	0.4	0.5	0.6	0.8	0.4	0.0	0.2	0.3	0.3	0.1
	0.0	0.0	0.0	0.1	0.1	0.5	0.4	0.6	0.3	0.3	
260.	*	0.4	0.5	0.7	1.0	0.6	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.0	0.1	0.1	0.8	0.5	0.5	0.2	0.1	
270.	*	0.3	0.5	0.7	0.9	0.8	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.0	0.1	0.3	0.8	0.8	0.5	0.3	0.1	
280.	*	0.3	0.3	0.6	0.8	0.9	0.0	0.2	0.3	0.3	0.1
	0.0	0.0	0.2	0.5	0.6	0.5	0.5	0.4	0.1	0.0	
290.	*	0.1	0.1	0.4	0.7	0.9	0.2	0.3	0.6	0.3	0.1
	0.0	0.1	0.5	0.4	0.5	0.1	0.2	0.2	0.0	0.0	
300.	*	0.1	0.1	0.2	0.3	0.5	0.2	0.4	0.6	0.4	0.1
	0.1	0.2	0.7	0.6	0.5	0.1	0.1	0.1	0.0	0.0	
310.	*	0.1	0.1	0.1	0.3	0.3	0.4	0.4	0.6	0.6	0.2
	0.1	0.2	0.9	0.6	0.5	0.1	0.0	0.0	0.0	0.0	
320.	*	0.1	0.1	0.1	0.1	0.2	0.4	0.4	0.7	0.7	0.4
	0.1	0.3	1.0	0.6	0.5	0.1	0.0	0.0	0.0	0.0	
330.	*	0.1	0.1	0.1	0.1	0.1	0.3	0.4	0.6	0.7	0.4
	0.2	0.4	0.9	0.7	0.6	0.1	0.0	0.0	0.0	0.0	
340.	*	0.1	0.1	0.1	0.1	0.1	0.5	0.3	0.4	0.5	0.4
	0.2	0.5	0.8	0.7	0.4	0.0	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.1	0.1	0.0	0.5	0.4	0.3	0.4	0.4
	0.3	0.4	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	
360.	*	0.1	0.2	0.2	0.1	0.0	0.5	0.5	0.4	0.3	0.4
	0.2	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.4	0.5	0.8	1.0	0.9	0.5	0.5	0.7	0.7	0.4
	0.4	0.6	1.0	1.0	1.0	0.8	0.8	0.7	0.5	0.5	
DEGR.	*	240	200	150	260	280	0	0	320	320	0
		70	320	50	70	260	270	140	150	180	20

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*										
-----										
0.	*	0.2	0.3	0.3	0.1	0.0	0.3	0.6	0.6	0.3
		0.3	0.4	0.6	1.2	0.5	0.1	0.0	0.0	
10.	*	0.1	0.2	0.3	0.0	0.0	0.3	0.4	0.6	0.3
		0.4	0.6	0.7	1.1	0.6	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.3	0.4	0.6	0.2
		0.4	0.6	0.7	1.1	0.5	0.0	0.3	0.2	0.1
30.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.1
		0.3	0.4	0.7	1.3	0.9	0.1	0.5	0.3	
40.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.1
		0.3	0.5	0.6	1.2	1.1	0.1	0.1	0.7	0.3
50.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.1
		0.3	0.5	0.6	1.0	1.3	0.1	0.3	0.7	0.3
60.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.4	0.2
		0.3	0.4	0.6	0.8	1.1	0.1	0.3	0.6	0.3
70.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.2
		0.4	0.4	0.6	0.7	1.0	0.3	0.3	0.4	0.3
80.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.5	0.3
		0.4	0.4	0.5	0.5	0.8	0.3	0.4	0.4	0.3
90.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.5	0.1
		0.3	0.5	0.5	0.5	0.4	0.5	0.5	0.5	0.3
100.	*	0.0	0.0	0.1	0.1	0.1	0.6	0.6	0.5	0.1
		0.2	0.3	0.5	0.3	0.3	0.6	0.6	0.5	0.3
110.	*	0.0	0.0	0.5	0.5	0.3	0.4	0.5	0.5	0.0
		0.2	0.2	0.3	0.1	0.1	0.9	0.8	0.9	0.3
120.	*	0.0	0.2	0.8	0.7	0.6	0.2	0.2	0.1	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.7	0.8	1.2
130.	*	0.2	0.4	0.7	0.6	0.8	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.8	0.5	1.1
140.	*	0.3	0.3	0.6	0.5	0.7	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.8	0.4	0.9
150.	*	0.2	0.3	0.5	0.5	0.6	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.0	0.9	0.9	0.5	0.6

160.	*	0.1	0.3	0.5	0.3	0.4	0.0	0.0	0.0	0.0	0.0
	0.2	0.2	0.2	0.1	0.0	0.7	0.9	0.4	0.8	0.6	
170.	*	0.1	0.3	0.5	0.4	0.3	0.0	0.0	0.1	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.5	0.9	0.5	0.7	0.8	
180.	*	0.2	0.3	0.5	0.5	0.3	0.0	0.0	0.1	0.1	0.1
	0.1	0.1	0.1	0.0	0.0	0.5	1.0	0.6	0.5	0.6	
190.	*	0.3	0.4	0.5	0.5	0.3	0.0	0.0	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.7	0.6	0.7	
200.	*	0.3	0.3	0.5	0.7	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.8	0.4	0.4	
210.	*	0.6	0.4	0.5	0.7	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.9	0.5	0.4	
220.	*	0.6	0.7	0.6	0.7	0.4	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	1.0	0.5	0.3	
230.	*	0.6	0.8	0.6	0.7	0.5	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.8	0.7	1.0	0.4	0.1	
240.	*	0.6	0.8	0.7	0.8	0.5	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	0.8	1.0	0.4	0.4	
250.	*	0.5	0.7	1.0	1.0	0.8	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.1	0.5	0.5	
260.	*	0.3	0.6	1.1	0.8	0.9	0.1	0.1	0.5	0.2	0.2
	0.0	0.0	0.2	0.2	0.2	0.9	0.8	0.9	0.5	0.2	
270.	*	0.2	0.4	0.8	0.8	0.8	0.4	0.5	0.9	0.3	0.2
	0.0	0.1	0.7	0.6	0.6	0.7	0.6	0.7	0.2	0.1	
280.	*	0.2	0.2	0.6	0.5	0.5	0.6	0.8	1.2	0.7	0.4
	0.1	0.3	1.0	0.8	0.9	0.5	0.2	0.3	0.1	0.1	
290.	*	0.2	0.2	0.6	0.4	0.2	0.5	0.6	0.9	0.6	0.4
	0.3	0.5	1.3	0.9	0.9	0.4	0.2	0.2	0.1	0.0	
300.	*	0.2	0.2	0.5	0.3	0.2	0.4	0.7	0.9	0.7	0.6
	0.3	0.4	1.3	0.8	0.7	0.5	0.2	0.1	0.0	0.0	
310.	*	0.2	0.2	0.5	0.3	0.1	0.4	0.4	0.7	0.8	0.4
	0.3	0.4	1.4	1.2	0.5	0.5	0.1	0.1	0.0	0.0	
320.	*	0.2	0.2	0.4	0.2	0.1	0.5	0.5	0.4	0.6	0.6
	0.3	0.6	1.2	1.3	0.6	0.5	0.1	0.0	0.0	0.0	
330.	*	0.2	0.3	0.4	0.2	0.1	0.5	0.7	0.6	0.3	0.5
	0.3	0.7	1.1	1.1	0.7	0.4	0.1	0.0	0.0	0.0	
340.	*	0.3	0.3	0.3	0.2	0.1	0.5	0.7	0.6	0.4	0.3
	0.5	0.5	0.8	1.2	0.6	0.3	0.0	0.0	0.0	0.0	
350.	*	0.3	0.3	0.4	0.1	0.1	0.4	0.6	0.6	0.5	0.3
	0.4	0.5	0.6	1.1	0.6	0.2	0.0	0.0	0.0	0.0	
360.	*	0.2	0.3	0.3	0.1	0.0	0.3	0.6	0.6	0.6	0.3
	0.3	0.4	0.6	1.2	0.5	0.1	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.6	0.8	1.1	1.0	0.9	0.7	0.8	1.2	0.8	0.6
	0.5	0.7	1.4	1.3	1.3	1.1	1.0	1.1	1.2	0.8	
DEGR.	*	210	230	260	250	260	70	280	280	310	300
		330	310	320	50	120	250	250	120	170	340

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

-----

REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.2	0.6	0.3	0.3
	0.2	0.5	0.7	0.7	0.7	0.0	0.0	0.3	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.9	1.1	0.5	0.4	0.3
	0.2	0.2	0.7	0.9	0.7	0.0	0.0	0.5	0.2	0.1	
20.	*	0.0	0.0	0.0	0.0	0.3	0.8	1.2	0.5	0.5	0.4
	0.3	0.3	0.4	0.9	0.8	0.0	0.1	0.6	0.2	0.2	
30.	*	0.0	0.0	0.0	0.1	0.5	0.8	1.3	0.6	0.6	0.3
	0.3	0.4	0.5	0.9	0.9	0.0	0.1	0.7	0.3	0.2	
40.	*	0.0	0.0	0.1	0.1	0.7	0.6	1.4	1.0	0.6	0.3
	0.2	0.6	0.5	1.0	1.1	0.1	0.2	0.7	0.4	0.2	
50.	*	0.0	0.1	0.1	0.3	0.7	0.7	1.3	1.1	0.5	0.2
	0.3	0.5	0.6	0.7	1.2	0.1	0.2	0.6	0.3	0.2	
60.	*	0.1	0.1	0.1	0.3	0.6	0.6	0.9	1.1	0.4	0.2
	0.2	0.3	0.7	0.7	1.0	0.2	0.3	0.6	0.4	0.2	
70.	*	0.1	0.1	0.3	0.3	0.4	0.6	0.9	1.1	0.2	0.2
	0.2	0.4	0.9	0.7	1.1	0.2	0.3	0.5	0.5	0.2	
80.	*	0.1	0.1	0.3	0.4	0.5	0.6	0.6	0.8	0.2	0.2
	0.2	0.2	0.6	0.7	0.7	0.3	0.3	0.5	0.6	0.2	
90.	*	0.1	0.2	0.4	0.5	0.5	0.5	0.5	0.5	0.2	0.1
	0.1	0.2	0.4	0.3	0.5	0.6	0.8	0.8	0.7	0.2	
100.	*	0.1	0.2	0.6	0.6	0.5	0.5	0.2	0.3	0.1	0.1
	0.1	0.1	0.3	0.2	0.0	0.7	0.7	0.8	0.8	0.3	
110.	*	0.2	0.2	0.9	0.8	0.9	0.2	0.1	0.1	0.1	0.1
	0.0	0.1	0.1	0.0	0.0	0.7	0.8	1.1	1.0	0.3	
120.	*	0.2	0.2	1.1	0.7	0.8	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.8	0.5	1.0	1.1	0.4	
130.	*	0.2	0.6	1.1	0.8	0.5	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	1.1	0.7	
140.	*	0.4	0.5	1.1	0.8	0.4	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.8	0.8	
150.	*	0.4	0.6	0.9	0.9	0.5	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.5	0.6	0.7	

160.	*	0.4	0.5	0.7	0.9	0.5	0.2	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.5	0.5	
170.	*	0.4	0.5	0.5	0.9	0.5	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.4	0.6	
180.	*	0.3	0.4	0.5	1.0	0.6	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.4	0.5	
190.	*	0.4	0.4	0.4	0.8	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.3	
200.	*	0.8	0.5	0.4	0.8	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.4	
210.	*	0.8	0.7	0.5	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
220.	*	0.9	0.9	0.7	0.7	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
230.	*	0.6	0.8	0.8	0.7	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.3	0.3	
240.	*	0.5	0.8	0.9	0.8	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.3	
250.	*	0.4	0.8	0.9	1.0	1.1	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.3	0.2	
260.	*	0.2	0.6	0.9	0.8	0.9	0.2	0.1	0.2	0.0	0.0
		0.0	0.0	0.1	0.1	0.7	0.6	0.6	0.2	0.0	
270.	*	0.2	0.4	0.7	0.6	0.7	0.7	0.6	0.6	0.1	0.0
		0.0	0.1	0.5	0.4	0.5	0.5	0.4	0.0	0.0	
280.	*	0.2	0.3	0.5	0.2	0.3	1.0	0.8	0.9	0.3	0.1
		0.1	0.3	0.9	0.8	0.5	0.1	0.1	0.0	0.0	
290.	*	0.2	0.3	0.4	0.2	0.2	1.2	0.6	0.9	0.4	0.3
		0.3	0.3	1.0	0.9	0.7	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.5	0.2	0.1	1.3	0.7	0.7	0.4	0.3
		0.3	0.4	0.9	1.0	0.7	0.0	0.0	0.0	0.0	
310.	*	0.2	0.3	0.5	0.1	0.1	1.3	0.8	0.3	0.4	0.4
		0.3	0.4	0.9	0.9	0.6	0.0	0.0	0.0	0.0	
320.	*	0.2	0.3	0.5	0.1	0.0	1.3	1.0	0.5	0.3	0.3
		0.4	0.4	0.7	0.8	0.5	0.0	0.0	0.0	0.0	
330.	*	0.1	0.2	0.4	0.1	0.0	1.2	1.1	0.6	0.3	0.3
		0.3	0.4	0.4	0.7	0.5	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.3	0.0	0.0	1.0	1.0	0.7	0.5	0.2
		0.3	0.3	0.5	0.7	0.5	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.8	1.2	0.6	0.3	0.2
		0.3	0.4	0.6	0.7	0.6	0.0	0.0	0.1	0.1	0.0
360.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.2	0.6	0.3	0.3
		0.2	0.5	0.7	0.7	0.7	0.0	0.0	0.3	0.1	0.1
-----*											
-----											
MAX	*	0.9	0.9	1.1	1.0	1.1	1.3	1.4	1.1	0.6	0.4
		0.4	0.6	1.0	1.0	1.2	0.8	0.8	1.1	1.1	0.8
DEGR.	*	220	220	120	250	250	300	40	50	30	20
		40	290	40	50	120	90	110	120	140	320

THE HIGHEST CONCENTRATION OF 1.40 PPM OCCURRED AT RECEPTOR REC33.

JOB: Red Line Blue Line RUN: 2018  
Build Condition

DATE : 12/29/ 9  
TIME : 9:21: 9

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
1. Camb/Sud WB L		*	3821.8	-85.9	4267.8	-391.8	*	
541.	124. AG	124.	100.0	1.0 10.0	****	27.5		
2. Camb/Sud WB TT		*	3830.7	-71.0	3886.4	-109.8	*	
68.	125. AG	189.	100.0	1.0 20.0	0.48	3.4		
3. Camb/Sud WB R		*	3839.0	-56.2	3886.4	-89.4	*	
58.	125. AG	95.	100.0	1.0 10.0	0.41	2.9		
4. Somerset NB LTR		*	3737.5	-132.9	3726.2	-233.6	*	
101.	186. AG	100.	100.0	1.0 10.0	0.76	5.1		
5. Camb/Sud EB LLTR		*	3691.8	-52.9	3604.9	-21.7	*	
92.	290. AG	280.	100.0	1.0 40.0	0.48	4.7		
6. Camb/Char WB LTR		*	3395.5	67.5	3470.2	59.8	*	
75.	96. AG	176.	100.0	1.0 20.0	0.47	3.8		
7. Chardon SB L		*	3343.6	119.4	3505.6	601.3	*	
508.	19. AG	109.	100.0	1.0 10.0	1.19	25.8		
8. Chardon SB TR		*	3327.0	119.9	3350.0	186.9	*	
71.	19. AG	192.	100.0	1.0 20.0	0.52	3.6		
9. Camb/Char EB LTR		*	3271.8	24.5	3159.9	24.2	*	
112.	270. AG	264.	100.0	1.0 30.0	0.70	5.7		
10. Camb/StaniFord WB TR*		*	3146.7	62.1	3276.2	65.7	*	
130.	88. AG	137.	100.0	1.0 20.0	0.67	6.6		
11. Staniford SB LR		*	3070.5	101.1	3065.0	188.8	*	
88.	356. AG	189.	100.0	1.0 20.0	0.62	4.5		
12. Temple NB		*	3103.9	-3.4	3104.2	-5.8	*	
2.	174. AG	114.	100.0	1.0 10.0	0.04	0.1		
13. Camb/StaniFord EB L *		*	3037.4	30.4	2297.3	6.5	*	
740.	268. AG	96.	100.0	1.0 10.0	1.15	37.6		
14. Camb/StaniFord EB TT*		*	3040.6	14.4	2914.2	10.4	*	
126.	268. AG	168.	100.0	1.0 20.0	0.73	6.4		

15.	Blossom/Camb SB	*	2233.4		76.8	2232.2	141.5	*
	65. 359. AG	192.	100.0	1.0	20.0	0.48 3.3		
16.	Garden/Camb NB	*	2231.0		-31.0	2231.8	-45.1	*
	14. 177. AG	96.	100.0	1.0	10.0	0.10 0.7		
17.	Camb/Bloss WB	*	2298.3		36.2	2441.4	39.4	*
	143. 89. AG	122.	100.0	1.0	20.0	0.73 7.3		
18.	Camb/Bloss EB T	*	2185.4		-6.7	2119.8	-9.0	*
	66. 268. AG	67.	100.0	1.0	20.0	0.42 3.3		
19.	Camb/Bloss EB L	*	2184.7		10.6	2103.0	9.8	*
	82. 269. AG	102.	100.0	1.0	10.0	0.70 4.2		
20.	Camb/Grove WB	*	1812.2		19.6	1911.5	22.5	*
	99. 88. AG	179.	100.0	1.0	30.0	0.50 5.0		
21.	Camb/Grove EB LTR	*	1714.9		-15.6	1659.5	-17.3	*
	55. 268. AG	105.	100.0	1.0	30.0	0.34 2.8		
22.	Camb/Str On/Chrls WB*		1317.2		71.1	1804.5	-234.3	*
	575. 122. AG	272.	100.0	1.0	30.0	1.08 29.2		
23.	Camb/Under Bridge R *		1257.7		65.7	1255.5	54.2	*
	12. 191. AG	117.	100.0	1.0	30.0	0.07 0.6		
24.	Camb/Under Bridge L *		1205.3		62.3	1201.8	37.8	*
	25. 188. AG	117.	100.0	1.0	30.0	0.15 1.3		
25.	Camb/Strw WB Off T *		1070.1		121.8	1031.5	179.8	*
	70. 326. AG	151.	100.0	1.0	20.0	0.30 3.5		
26.	Camb/Strw WB Off R *		1025.0		106.9	1070.1	214.6	*
	117. 23. AG	76.	100.0	1.0	10.0	0.51 5.9		
27.	Strw EB Off/ Camb WB*		1133.8		88.7	1203.6	94.8	*
	70. 85. AG	227.	100.0	1.0	30.0	0.31 3.6		
28.	Longfellow Inbound *		1106.0		-35.9	-61.7	296.1	*
	1214. 286. AG	280.	100.0	1.0	30.0	1.25 61.7		
29.	David Mugar Way *		1113.7		-89.6	1015.0	-35.0	*
	113. 299. AG	143.	100.0	1.0	20.0	0.59 5.7		
30.	Camb/Strw SB *		1143.9		-18.7	1131.8	30.0	*
	50. 346. AG	241.	100.0	1.0	30.0	0.28 2.5		
31.	Camb/Sud East *		3761.1		-39.6	4061.1	-299.2	*
	397. 131. AG	1230.	8.9	1.0	****			
32.	Camb/Sud North *		3952.4		134.6	3754.3	-30.2	*
	258. 230. AG	630.	8.9	1.0	74.0			
33.	Camb/Sud South *		3740.1		-79.9	3706.9	-338.3	*
	261. 187. AG	405.	8.9	1.0	54.0			
34.	Camb/Sud/Chardon *		3347.2		76.6	3764.6	-47.9	*
	436. 107. AG	1660.	8.3	1.0	****			
35.	Camb/Char North *		3425.4		324.3	3321.1	71.8	*
	273. 202. AG	560.	8.9	1.0	72.0			
36.	Camb/Char South *		3330.6		68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.9	1.0	77.0			
37.	Camb/Char/Staniford *		3085.6		42.7	3320.2	48.0	*
	235. 89. AG	1800.	8.3	1.0	****			
38.	Camb/Staniford North*		3089.8		47.6	3070.8	324.5	*
	278. 356. AG	1030.	8.9	1.0	80.0			
39.	Camb/Staniford South*		3092.9		47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.9	1.0	30.0			
40.	Camb/Stan/Bloss WB *		2235.5		38.2	3087.6	52.1	*
	852. 89. AG	950.	8.3	1.0	51.0			
41.	Camb/Stan/Bloss EB *		2234.3		-1.9	3084.1	18.3	*
	850. 89. AG	1090.	8.3	1.0	51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	9.3	1.0	60.0	



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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	*	X1	Y1		X2	Y2	*
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	9.3	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	8.3	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	8.3	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	8.9	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	8.9	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	9.3	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	9.3	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	8.9	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	9.3	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	9.3	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	9.3	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	9.3	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	9.3	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	9.3	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	9.3	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	8.9	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	8.9	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	9.3	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	9.3	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	8.9 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	8.9 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	8.9 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	9.4 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	9.4 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	8.9 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	8.9 1.0	30.0	

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
(VPH)	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	48.31	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	48.31	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	48.31	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	48.31	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	48.31	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	48.31	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	48.31	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	48.31	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	48.31	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	48.31	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	48.31	1	3		
12. Temple NB	*	100	88	3.0	5
1600	48.31	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	385
1600	48.31	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	705
1600	48.31	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	48.31	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	48.31	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	48.31	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	48.31	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	48.31	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	48.31	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	48.31	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1295
1600	48.31	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	48.31	1	3		
24. Camb/Under Bridge L *		100	30	3.0	455
1600	48.31	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	365
1600	48.31	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	305
1600	48.31	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	550
1600	48.31	1	3		
28. Longfellow Inbound *		100	72	3.0	1385
1600	48.31	1	3		
29. David Mugar Way *		100	55	3.0	750
1600	48.31	1	3		
30. Camb/Strw SB *		100	62	3.0	445
1600	48.31	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Grove NW1	1578.8	58.7	6.0	*
17. Camb/Grove NW2	1653.8	59.8	6.0	*
18. Camb/Grove NW3	1728.8	60.8	6.0	*
19. Camb/Grove NW4	1731.2	135.8	6.0	*
20. Camb/Grove NW5	1733.5	210.8	6.0	*
21. Charles Circle NE1	1227.2	264.7	6.0	*
22. Charles Circle NE2	1252.8	194.0	6.0	*
23. Charles Circle NE3	1285.8	126.6	6.0	*
24. Charles Circle NE4	1351.0	89.7	6.0	*
25. Charles Circle NE5	1416.3	52.7	6.0	*
26. Charles Circle SE1	1364.2	-96.4	6.0	*
27. Charles Circle SE2	1295.8	-127.3	6.0	*
28. Charles Circle SE3	1227.5	-158.2	6.0	*
29. Charles Circle SE4	1231.7	-233.1	6.0	*
30. Charles Circle SE5	1235.9	-308.0	6.0	*
31. Charles Circle SW1	1158.2	-316.2	6.0	*
32. Charles Circle SW2	1154.0	-241.4	6.0	*
33. Charles Circle SW3	1149.8	-166.5	6.0	*
34. Charles Circle SW4	1075.3	-158.3	6.0	*
35. Charles Circle SW5	1000.6	-151.5	6.0	*
36. Charles Circle NW1	871.2	97.3	6.0	*
37. Charles Circle NW2	964.0	88.2	6.0	*
38. Charles Circle NW3	1013.6	144.5	6.0	*
39. Charles Circle NW4	979.9	211.5	6.0	*
40. Charles Circle NW5	946.2	278.6	6.0	*
41. Camb/Bloss NE1	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	2052.5	-39.7	6.0	*

56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

		WIND * CONCENTRATION									
		ANGLE * (PPM)									
(DEGR)*		REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10
		REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
-----*											
0.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.3	0.2
	1.0	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.5	0.3	0.3
	0.8	0.1	0.3	0.5	0.4	0.0	0.0	0.1	0.0	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.7	0.3	0.3
	1.1	0.2	0.3	0.5	0.4	0.0	0.0	0.1	0.1	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.3	0.3
	1.1	0.3	0.3	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
40.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.2
	1.1	0.3	0.4	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
50.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.2	0.2
	1.0	0.3	0.6	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.2	0.2
	1.0	0.2	0.7	0.7	0.6	0.0	0.0	0.1	0.1	0.0	
70.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.2	0.2
	1.0	0.2	0.6	0.7	0.8	0.0	0.0	0.1	0.1	0.1	
80.	*	0.0	0.0	0.1	0.1	0.2	0.7	0.6	0.7	0.3	0.1
	1.1	0.2	0.7	0.5	0.6	0.2	0.1	0.2	0.1	0.1	
90.	*	0.0	0.0	0.5	0.4	0.4	0.6	0.5	0.5	0.0	0.0
	1.0	0.0	0.4	0.4	0.3	0.5	0.6	0.7	0.1	0.1	
100.	*	0.2	0.3	0.7	0.6	0.6	0.1	0.1	0.1	0.0	0.0
	0.9	0.0	0.1	0.0	0.1	0.6	0.6	0.9	0.4	0.3	
110.	*	0.1	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.7	0.0	0.0	0.0	0.3	0.7	0.5	0.8	0.3	0.2	
120.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.4	0.1	0.0	0.1	0.7	0.7	0.6	0.5	0.5	0.3	
130.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.1
	0.2	0.2	0.0	0.2	1.1	0.8	0.5	0.5	0.4	0.3	
140.	*	0.2	0.3	0.8	0.6	0.5	0.0	0.0	0.0	0.0	0.2
	0.1	0.4	0.1	0.4	1.3	0.7	0.5	0.2	0.4	0.4	
150.	*	0.3	0.3	0.7	0.6	0.4	0.0	0.0	0.0	0.0	0.4
	0.0	0.6	0.2	0.5	1.2	0.8	0.7	0.2	0.4	0.4	

160.	*	0.3	0.4	0.7	0.7	0.4	0.0	0.0	0.0	0.1	0.5
		0.0	0.6	0.2	0.5	1.0	0.8	0.8	0.3	0.3	0.4
170.	*	0.3	0.3	0.6	0.7	0.4	0.0	0.0	0.1	0.2	0.6
		0.0	0.6	0.3	0.5	1.0	0.8	0.8	0.3	0.1	0.2
180.	*	0.4	0.4	0.5	0.7	0.4	0.0	0.0	0.2	0.3	0.7
		0.0	0.6	0.3	0.5	0.9	0.8	0.8	0.5	0.3	0.2
190.	*	0.3	0.3	0.5	0.8	0.4	0.0	0.1	0.2	0.3	0.7
		0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.7	0.4	0.3
200.	*	0.2	0.3	0.5	0.8	0.4	0.0	0.1	0.2	0.4	0.7
		0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.4	0.3
210.	*	0.4	0.5	0.6	0.8	0.7	0.1	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.4	0.3
220.	*	0.4	0.5	0.4	0.9	0.8	0.1	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.5	0.8	0.8	0.7	0.8	0.5	0.3
230.	*	0.4	0.5	0.6	1.0	0.8	0.2	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.4	0.8	1.0	0.8	0.9	0.5	0.3
240.	*	0.3	0.5	0.9	0.9	1.0	0.2	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.5	0.8	0.9	0.9	0.8	0.4	0.4
250.	*	0.5	0.7	0.8	0.8	0.9	0.2	0.2	0.3	0.4	0.9
		0.0	0.6	0.3	0.5	1.0	1.3	1.0	1.0	0.6	0.4
260.	*	0.4	0.6	0.9	0.7	0.9	0.6	0.5	0.6	0.6	0.9
		0.0	0.9	0.7	1.0	1.5	1.2	1.0	1.0	0.4	0.3
270.	*	0.4	0.4	0.6	0.5	0.6	0.9	0.9	1.0	0.7	1.3
		0.3	1.0	1.0	1.3	1.9	1.1	1.0	0.7	0.3	0.3
280.	*	0.1	0.2	0.5	0.3	0.3	1.1	1.0	1.0	0.9	1.4
		0.4	1.3	1.1	1.4	2.2	0.6	0.5	0.5	0.3	0.0
290.	*	0.0	0.1	0.1	0.0	0.0	0.9	0.8	0.9	0.8	1.5
		0.8	1.1	1.1	1.2	2.0	0.0	0.0	0.0	0.0	0.0
300.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.5	0.6	0.4	1.1
		1.1	0.7	0.7	0.8	1.4	0.0	0.0	0.0	0.0	0.0
310.	*	0.0	0.1	0.1	0.0	0.0	0.8	0.6	0.4	0.3	0.7
		1.4	0.4	0.7	0.6	1.1	0.0	0.0	0.0	0.0	0.0
320.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.7	0.4	0.3	0.3
		1.5	0.2	0.7	0.5	0.7	0.0	0.0	0.0	0.0	0.0
330.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.7	0.4	0.2	0.2
		1.4	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
340.	*	0.0	0.1	0.1	0.0	0.0	0.5	0.7	0.3	0.1	0.2
		1.3	0.3	0.6	0.4	0.4	0.0	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.1	0.0	0.0	0.6	0.8	0.5	0.2	0.0
		1.2	0.3	0.5	0.4	0.4	0.0	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.3	0.2
		1.0	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0
-----*											
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MAX	*	0.5	0.7	0.9	1.0	1.0	1.1	1.0	1.0	0.9	1.5
		1.5	1.3	1.1	1.4	2.2	1.3	1.0	1.0	0.6	0.4
DEGR.	*	250	250	260	230	240	280	280	280	280	290
		280	280	280	280	250	250	250	250	140	320



JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

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0.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.1	0.2
	0.1	0.4	0.5	0.6	0.5	0.0	0.1	0.2	0.2	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.2	0.2
	0.1	0.1	0.5	0.7	0.6	0.0	0.1	0.3	0.2	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.5	0.4	0.2
	0.4	0.2	0.3	0.6	0.6	0.0	0.1	0.3	0.2	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.2	0.2
	0.4	0.3	0.4	0.5	0.7	0.0	0.2	0.5	0.2	0.1	
40.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.4	0.3
	0.3	0.3	0.4	0.2	0.7	0.1	0.3	0.6	0.2	0.1	
50.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.7	0.7	0.5	0.3
	0.3	0.4	0.5	0.3	0.5	0.1	0.2	0.7	0.2	0.1	
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.4	0.1
	0.2	0.5	0.7	0.3	0.4	0.0	0.3	0.8	0.3	0.1	
70.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.5	0.2	0.1
	0.2	0.2	0.8	0.6	0.3	0.1	0.4	0.7	0.3	0.2	
80.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.4	0.4	0.1	0.1
	0.2	0.2	0.6	0.4	0.3	0.1	0.3	0.7	0.3	0.3	
90.	*	0.0	0.0	0.0	0.2	0.5	0.4	0.2	0.2	0.1	0.0
	0.1	0.2	0.3	0.3	0.2	0.3	0.3	0.9	0.3	0.3	
100.	*	0.0	0.0	0.3	0.5	0.7	0.3	0.2	0.1	0.0	0.0
	0.1	0.1	0.2	0.2	0.1	0.3	0.3	1.3	0.5	0.2	
110.	*	0.0	0.2	0.5	0.5	0.8	0.2	0.1	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	0.6	0.3	1.0	0.8	0.3	
120.	*	0.2	0.4	0.9	0.9	1.0	0.1	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	1.0	0.5	0.8	0.8	0.5	
130.	*	0.4	0.7	1.3	1.2	1.3	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	1.2	0.6	0.8	0.8	0.5	
140.	*	0.4	0.5	1.1	1.4	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.1	0.0	1.0	0.9	0.5	0.6	0.3	
150.	*	0.3	0.5	0.9	1.3	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.9	0.9	0.5	0.5	0.4	

160.	*	0.3	0.4	0.7	1.2	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.9	0.8	0.7	0.4	0.3	
170.	*	0.3	0.4	0.5	1.1	1.3	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.0	0.0	1.0	0.9	0.6	0.3	0.3	
180.	*	0.3	0.3	0.4	1.1	1.3	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	1.3	0.9	0.6	0.3	0.3	
190.	*	0.3	0.3	0.4	1.1	1.1	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	1.8	0.9	0.5	0.6	0.8	
200.	*	0.5	0.5	0.3	1.1	1.1	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.4	1.0	0.6	0.8	1.2	
210.	*	0.7	0.8	0.4	1.0	1.2	0.0	0.1	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	2.7	1.4	0.9	1.2	1.5	
220.	*	0.8	0.9	0.6	0.9	1.1	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.8	1.7	1.3	1.4	1.6	
230.	*	1.0	1.0	1.0	0.8	1.0	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.8	1.9	1.4	1.5	1.4	
240.	*	1.3	1.1	1.4	1.2	1.1	0.1	0.2	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.2	2.9	2.1	1.5	1.5	1.0	
250.	*	1.0	1.1	1.5	1.3	1.4	0.4	0.4	0.1	0.1	0.1
	0.0	0.0	0.2	0.2	0.4	2.8	2.1	1.4	1.3	0.7	
260.	*	0.8	1.1	1.6	1.6	1.7	0.6	0.5	0.3	0.2	0.1
	0.0	0.1	0.4	0.4	0.7	2.8	2.0	1.3	1.0	0.5	
270.	*	0.6	0.8	1.0	1.4	1.7	1.2	0.9	0.5	0.4	0.2
	0.1	0.3	0.6	0.7	0.9	2.6	1.9	1.2	0.6	0.2	
280.	*	0.3	0.5	0.5	0.9	1.4	1.3	1.6	1.1	0.6	0.4
	0.3	0.5	0.7	0.9	1.1	2.3	1.5	0.7	0.3	0.1	
290.	*	0.3	0.3	0.2	0.6	1.0	1.2	1.6	1.6	0.9	0.7
	0.6	0.7	1.1	1.2	1.2	1.9	1.2	0.4	0.0	0.0	
300.	*	0.3	0.2	0.2	0.3	0.3	0.8	1.1	1.5	1.1	0.9
	0.8	1.1	1.4	1.2	1.4	1.7	0.6	0.1	0.0	0.0	
310.	*	0.2	0.3	0.3	0.0	0.1	0.4	0.7	1.3	1.2	0.9
	1.0	0.9	1.4	1.3	1.5	1.3	0.3	0.0	0.0	0.0	
320.	*	0.2	0.2	0.2	0.0	0.0	0.4	0.6	0.9	0.8	0.8
	0.8	0.9	1.1	1.2	1.3	1.0	0.1	0.0	0.0	0.0	
330.	*	0.2	0.2	0.2	0.0	0.0	0.5	0.4	0.8	0.4	0.5
	0.6	0.6	0.8	0.7	1.1	0.6	0.0	0.1	0.0	0.0	
340.	*	0.1	0.1	0.0	0.0	0.0	0.5	0.4	0.6	0.5	0.3
	0.3	0.5	0.8	0.6	0.8	0.3	0.0	0.1	0.1	0.0	
350.	*	0.1	0.0	0.0	0.0	0.0	0.6	0.4	0.5	0.2	0.2
	0.2	0.5	0.5	0.7	0.5	0.1	0.0	0.2	0.1	0.0	
360.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.1	0.2
	0.1	0.4	0.5	0.6	0.5	0.0	0.1	0.2	0.2	0.0	
-----*											
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MAX	*	1.3	1.1	1.6	1.6	1.7	1.3	1.6	1.6	1.2	0.9
	1.0	1.1	1.4	1.3	1.5	2.9	2.1	1.5	1.5	1.6	
DEGR.	*	240	240	260	260	260	280	290	290	310	310
		300	310	310	310	240	240	240	230	220	

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

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0.	*	0.1	0.1	0.1	0.0	0.0	0.7	0.6	0.7	0.4	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.3	0.2
		0.2	0.5	0.6	0.6	0.4	0.0	0.0	0.3	0.2	0.1
20.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.4	0.3	0.3
		0.2	0.3	0.6	0.8	0.4	0.0	0.1	0.4	0.2	0.2
30.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.4	0.4
		0.3	0.2	0.7	1.0	0.5	0.0	0.1	0.5	0.2	0.2
40.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.7	0.4	0.3
		0.4	0.3	0.6	1.0	0.7	0.0	0.1	0.6	0.2	0.2
50.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.7	0.4	0.3
		0.3	0.4	0.5	1.0	0.8	0.1	0.2	0.6	0.2	0.2
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.7	0.3	0.3
		0.3	0.5	0.7	0.7	0.8	0.1	0.2	0.5	0.1	0.1
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.9	0.3	0.3
		0.3	0.4	0.8	1.0	0.8	0.2	0.2	0.4	0.1	0.1
80.	*	0.0	0.0	0.1	0.1	0.1	0.7	0.7	0.7	0.3	0.0
		0.1	0.3	1.0	0.7	0.7	0.4	0.3	0.4	0.2	0.1
90.	*	0.0	0.1	0.5	0.4	0.4	0.4	0.4	0.5	0.0	0.0
		0.0	0.1	0.6	0.5	0.4	0.6	0.8	0.7	0.3	0.1
100.	*	0.0	0.3	0.8	0.7	0.6	0.1	0.1	0.1	0.0	0.0
		0.0	0.0	0.2	0.1	0.1	0.7	0.9	1.0	0.6	0.2
110.	*	0.2	0.3	0.8	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.7	0.9	0.9	0.8	0.4
120.	*	0.3	0.4	0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.9	0.4
130.	*	0.3	0.4	0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	1.0	0.6
140.	*	0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.5	0.9	0.6
150.	*	0.4	0.4	0.7	0.7	0.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.5	0.6	0.5	

160.	*	0.3	0.4	0.6	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.5	0.6	0.6	
170.	*	0.3	0.3	0.6	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.4	0.4	0.3	
180.	*	0.3	0.3	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.2	0.4	
190.	*	0.2	0.3	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.2	0.2	
200.	*	0.5	0.5	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.3	0.2	
210.	*	0.5	0.5	0.6	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.2	0.2	
220.	*	0.5	0.6	0.6	0.7	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.5	0.7	0.2	0.2	
230.	*	0.5	0.8	0.7	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.4	0.3	
240.	*	0.4	0.8	0.8	0.7	1.0	0.0	0.0	0.1	0.0	0.0
		0.0	0.0	0.1	0.1	0.8	0.7	0.8	0.3	0.3	
250.	*	0.3	0.6	0.9	0.8	0.9	0.1	0.1	0.2	0.1	0.0
		0.0	0.1	0.1	0.1	0.8	0.8	0.7	0.3	0.3	
260.	*	0.5	0.8	1.0	0.9	0.9	0.3	0.2	0.4	0.1	0.1
		0.1	0.1	0.4	0.5	1.1	1.1	0.9	0.5	0.4	
270.	*	0.4	0.5	0.9	0.9	0.9	0.7	0.8	0.8	0.4	0.4
		0.4	0.4	0.8	0.8	1.1	0.8	0.8	0.7	0.3	0.3
280.	*	0.1	0.1	0.5	0.4	0.3	0.6	1.0	1.2	0.6	0.4
		0.5	0.6	1.2	1.1	1.1	0.4	0.2	0.2	0.0	0.0
290.	*	0.1	0.1	0.4	0.2	0.1	0.7	0.6	0.8	0.2	0.3
		0.3	0.2	0.8	0.7	0.7	0.0	0.0	0.0	0.0	
300.	*	0.1	0.1	0.4	0.2	0.1	0.7	0.6	0.6	0.2	0.2
		0.2	0.2	0.7	0.5	0.6	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.5	0.1	0.1	0.8	0.6	0.6	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.0	0.8	0.7	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.3	0.1	0.0	0.8	0.8	0.5	0.2	0.2
		0.2	0.3	0.7	0.6	0.5	0.0	0.0	0.0	0.0	
340.	*	0.2	0.2	0.2	0.0	0.0	0.6	0.7	0.6	0.2	0.2
		0.2	0.3	0.5	0.6	0.4	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.6	0.6	0.7	0.5	0.2
		0.2	0.2	0.5	0.7	0.5	0.0	0.0	0.0	0.0	
360.	*	0.1	0.1	0.1	0.0	0.0	0.7	0.6	0.7	0.4	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.1	0.1	
-----*											
-----											
MAX	*	0.5	0.8	1.0	0.9	1.0	0.8	1.0	1.2	0.6	0.4
		0.5	0.6	1.2	1.1	1.1	1.1	1.0	1.0	0.6	
DEGR.	*	200	240	260	260	240	310	280	280	280	30
		280	280	280	280	260	260	100	130	130	280

THE HIGHEST CONCENTRATION OF 2.90 PPM OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2030  
No Build Condition

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The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
		*	X1	Y1	X2	Y2		*
(FT)	(DEG)		(G/MI)	(FT)	(FT)	(VEH)		
-----*								
1. Camb/Sud WB L		*	3821.8	-85.9	4267.8	-391.8	*	
541.	124. AG	115.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT		*	3830.7	-71.0	3886.4	-109.8	*	
68.	125. AG	176.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R		*	3839.0	-56.2	3886.4	-89.4	*	
58.	125. AG	88.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR		*	3737.5	-132.9	3726.2	-233.6	*	
101.	186. AG	93.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR		*	3691.8	-52.9	3599.3	-19.7	*	
98.	290. AG	260.	100.0	1.0	40.0	0.51	5.0	
6. Camb/Char WB LTR		*	3395.5	67.5	3470.2	59.8	*	
75.	96. AG	164.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L		*	3343.6	119.4	3505.6	601.3	*	
508.	19. AG	101.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR		*	3327.0	119.9	3350.0	186.9	*	
71.	19. AG	178.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR		*	3271.8	24.5	3153.6	24.2	*	
118.	270. AG	245.	100.0	1.0	30.0	0.72	6.0	
10. Camb/StaniFord WB TR*		*	3146.7	62.1	3276.2	65.7	*	
130.	88. AG	127.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR		*	3070.5	101.1	3065.0	188.8	*	
88.	356. AG	176.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB		*	3103.9	-3.4	3104.2	-5.8	*	
2.	174. AG	106.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L *		*	3037.4	30.4	2402.4	9.9	*	
635.	268. AG	89.	100.0	1.0	10.0	1.12	32.3	
14. Camb/StaniFord EB TT*		*	3040.6	14.4	2903.5	10.1	*	
137.	268. AG	156.	100.0	1.0	20.0	0.77	7.0	

15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	178.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	89.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	113.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	63.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	95.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	166.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	97.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	253.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	108.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	108.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	140.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	70.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	210.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	260.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	132.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	224.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1275.	8.3	1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	755.	8.3	1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	415.	8.3	1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1740.	8.3	1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	945.	8.3	1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.3	1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1835.	8.3	1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1020.	8.3	1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.3	1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	960.	8.3	1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1115.	8.3	1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	8.7	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319.	179. AG		80.	8.7	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328.	89. AG		1140.	8.3	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321.	89. AG		1330.	8.3	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140.	334. AG		650.	8.3	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131.	1. AG		650.	8.3	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143.	334. AG		1000.	8.7	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144.	360. AG		1000.	8.7	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189.	120. AG		1330.	8.3	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165.	189. AG		420.	8.7	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157.	184. AG		460.	8.7	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80.	29. AG		315.	8.7	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111.	321. AG		370.	8.7	1.0	40.0			
57.	Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*	
159.	333. AG		685.	8.7	1.0	40.0			
58.	Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*	
145.	84. AG		560.	8.7	1.0	51.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154.	343. AG		450.	8.7	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218.	284. AG		1395.	8.3	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318.	276. AG		1395.	8.3	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176.	296. AG		760.	8.7	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77.	259. AG		760.	8.7	1.0	38.0			



64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	8.3 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	8.3 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	8.3 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	8.8 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	8.8 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	8.3 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	8.3 1.0	30.0	

JOB: Red Line Blue Line

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	* (VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	44.84	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	44.84	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	44.84	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	44.84	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	44.84	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	44.84	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	44.84	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	44.84	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	44.84	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	44.84	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	44.84	1	3		
12. Temple NB	*	100	88	3.0	5
1600	44.84	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	375
1600	44.84	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	740
1600	44.84	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	44.84	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	44.84	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	44.84	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	44.84	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	44.84	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	44.84	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	44.84	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1330
1600	44.84	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	44.84	1	3		
24. Camb/Under Bridge L *		100	30	3.0	460
1600	44.84	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	370
1600	44.84	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	315
1600	44.84	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	560
1600	44.84	1	3		
28. Longfellow Inbound *		100	72	3.0	1395
1600	44.84	1	3		
29. David Mugar Way *		100	55	3.0	760
1600	44.84	1	3		
30. Camb/Strw SB *		100	62	3.0	450
1600	44.84	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
1. Camb/Sud NE1	3958.1	78.2	6.0	*
2. Cam/Sud NE2	3900.4	30.3	6.0	*
3. Camb/Sud NE3	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	3556.6	-56.3	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Sud NW1	3605.8	69.9	6.0	*
17. Camb/Sud NW2	3677.7	48.5	6.0	*
18. Camb/Sud NW3	3749.6	27.0	6.0	*
19. Camb/Sud NW4	3807.2	75.0	6.0	*
20. Camb/Sud NW5	3864.9	123.0	6.0	*
21. Camb/Char NE1	3453.2	271.1	0.0	*
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*

56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION											
ANGLE * (PPM)											
(DEGR)*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	
	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20	
-----*											
0.	*	0.1	0.2	0.2	0.1	0.0	0.6	0.5	0.4	0.3	0.4
	0.2	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
10.	*	0.1	0.2	0.2	0.1	0.0	0.4	0.5	0.4	0.3	0.1
	0.3	0.3	0.4	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.3	0.5	0.3	0.3	0.1
	0.4	0.4	0.3	0.9	0.3	0.0	0.0	0.0	0.0	0.0	
30.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.4	0.3	0.4	0.2
	0.4	0.4	0.4	0.9	0.4	0.0	0.0	0.0	0.0	0.0	
40.	*	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
	0.3	0.4	0.4	0.9	0.5	0.0	0.0	0.0	0.0	0.0	
50.	*	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
	0.4	0.3	0.4	0.9	0.6	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.3	0.2
	0.4	0.4	0.5	0.9	0.8	0.0	0.0	0.2	0.1	0.1	
70.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.3	0.2
	0.4	0.6	0.5	0.9	1.0	0.0	0.1	0.2	0.2	0.1	
80.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.5	0.3	0.2
	0.3	0.4	0.6	0.6	1.0	0.0	0.1	0.2	0.2	0.1	
90.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.2
	0.3	0.5	0.6	0.6	0.8	0.1	0.1	0.2	0.2	0.1	
100.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.5	0.3	0.2
	0.3	0.4	0.5	0.5	0.6	0.2	0.2	0.2	0.2	0.2	
110.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.2	0.0
	0.1	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.2	0.2	
120.	*	0.0	0.0	0.1	0.1	0.1	0.2	0.3	0.4	0.1	0.0
	0.1	0.2	0.4	0.2	0.1	0.5	0.5	0.4	0.2	0.1	
130.	*	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.2	0.0	0.0
	0.1	0.2	0.3	0.2	0.0	0.6	0.7	0.7	0.2	0.2	
140.	*	0.0	0.1	0.6	0.4	0.4	0.0	0.1	0.1	0.0	0.0
	0.1	0.2	0.2	0.2	0.0	0.7	0.6	0.8	0.4	0.2	
150.	*	0.1	0.2	0.7	0.5	0.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.7	0.4	0.8	0.6	0.4	

160.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.4	0.6	0.4	
170.	*	0.2	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.5	0.6	0.4	
180.	*	0.2	0.4	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.1	0.0	0.0	0.5	0.6	0.5	0.4	0.5	
190.	*	0.2	0.4	0.6	0.4	0.3	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.4	0.6	0.6	0.4	0.4	
200.	*	0.3	0.4	0.4	0.5	0.3	0.0	0.0	0.2	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.4	0.4	0.3	
210.	*	0.2	0.2	0.2	0.6	0.3	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.4	
220.	*	0.2	0.2	0.3	0.7	0.3	0.0	0.0	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.3	
230.	*	0.3	0.3	0.3	0.7	0.3	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.4	0.5	0.6	0.5	0.3	
240.	*	0.5	0.4	0.4	0.8	0.3	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.7	0.4	0.3	
250.	*	0.4	0.6	0.6	0.8	0.4	0.0	0.2	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.5	0.4	0.6	0.3	0.3	
260.	*	0.5	0.5	0.7	0.9	0.5	0.0	0.2	0.2	0.2	0.1
	0.0	0.0	0.0	0.1	0.1	0.8	0.5	0.5	0.2	0.1	
270.	*	0.3	0.5	0.8	0.8	0.6	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.1	0.2	0.3	0.8	0.8	0.6	0.3	0.1	
280.	*	0.3	0.3	0.7	0.8	0.9	0.0	0.2	0.3	0.3	0.1
	0.0	0.0	0.2	0.4	0.6	0.5	0.4	0.4	0.1	0.0	
290.	*	0.2	0.3	0.5	0.7	0.9	0.1	0.3	0.5	0.4	0.1
	0.0	0.1	0.5	0.5	0.4	0.2	0.2	0.2	0.0	0.0	
300.	*	0.2	0.2	0.2	0.3	0.5	0.2	0.4	0.6	0.4	0.1
	0.1	0.2	0.7	0.5	0.5	0.2	0.1	0.1	0.0	0.0	
310.	*	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.6	0.6	0.2
	0.1	0.2	0.9	0.6	0.5	0.1	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.2	0.1	0.1	0.4	0.4	0.7	0.7	0.4
	0.1	0.3	1.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.2	0.1	0.1	0.3	0.5	0.6	0.6	0.5
	0.3	0.4	0.9	0.7	0.7	0.1	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.2	0.1	0.1	0.5	0.3	0.4	0.5	0.4
	0.2	0.5	0.7	0.7	0.4	0.0	0.0	0.0	0.0	0.0	
350.	*	0.1	0.2	0.2	0.1	0.1	0.6	0.4	0.3	0.4	0.4
	0.2	0.4	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	
360.	*	0.1	0.2	0.2	0.1	0.0	0.6	0.5	0.4	0.3	0.4
	0.2	0.4	0.5	0.9	0.3	0.0	0.0	0.0	0.0	0.0	

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MAX	*	0.5	0.6	0.8	0.9	0.9	0.6	0.5	0.7	0.7	0.5	
	0.4	0.6	1.0	0.9	1.0	0.8	0.8	0.8	0.6	0.5		
DEGR.	*	240	250	160	260	280	0	0	320	320	330	20
		70	320	0	70	260	270	140	150	180		

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.2	0.4	0.4	0.1	0.0	0.3	0.5	0.6	0.5	0.4
		0.3	0.5	0.7	1.1	0.5	0.1	0.0	0.0	0.0	
10.	*	0.1	0.2	0.4	0.0	0.0	0.3	0.4	0.6	0.5	0.3
		0.6	0.5	0.7	0.9	0.6	0.0	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.3	0.4	0.5	0.3	0.3
		0.5	0.6	0.8	1.1	0.6	0.0	0.0	0.3	0.2	0.2
30.	*	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.5	0.3	0.2
		0.3	0.4	0.7	1.2	0.8	0.0	0.1	0.6	0.4	0.3
40.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.2	0.2
		0.3	0.5	0.7	1.2	1.2	0.0	0.2	0.8	0.4	0.4
50.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.5	0.2	0.2
		0.3	0.5	0.6	0.9	1.2	0.1	0.3	0.8	0.4	0.4
60.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.5	0.2	0.2
		0.3	0.4	0.6	0.7	1.2	0.2	0.3	0.6	0.5	0.4
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.5	0.4	0.3	0.2
		0.4	0.4	0.7	0.7	0.9	0.3	0.3	0.6	0.5	0.4
80.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.5	0.5	0.3	0.3
		0.3	0.4	0.5	0.5	0.9	0.4	0.3	0.5	0.5	0.4
90.	*	0.0	0.0	0.1	0.0	0.0	0.7	0.7	0.5	0.3	0.1
		0.3	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.3	
100.	*	0.0	0.0	0.1	0.1	0.2	0.7	0.6	0.5	0.1	0.1
		0.2	0.3	0.5	0.2	0.3	0.6	0.7	0.6	0.8	0.3
110.	*	0.0	0.0	0.5	0.5	0.3	0.4	0.5	0.4	0.1	0.0
		0.2	0.2	0.3	0.1	0.1	1.0	0.8	1.0	0.9	0.3
120.	*	0.0	0.2	0.6	0.7	0.6	0.2	0.2	0.1	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.0	0.7	0.9	1.3	0.4
130.	*	0.2	0.4	0.6	0.6	0.8	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.8	0.5	1.2	0.7
140.	*	0.3	0.3	0.6	0.5	0.7	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.0	0.7	0.5	1.1	0.7
150.	*	0.2	0.3	0.6	0.5	0.6	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.0	1.0	0.8	0.6	1.0	0.7



160.	*	0.1	0.3	0.5	0.3	0.4	0.0	0.0	0.0	0.0	0.0
	0.2	0.2	0.2	0.1	0.0	0.6	0.9	0.6	0.9	0.8	
170.	*	0.2	0.3	0.5	0.4	0.3	0.0	0.0	0.1	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.7	0.9	0.5	0.7	0.7	
180.	*	0.3	0.3	0.5	0.5	0.3	0.0	0.0	0.1	0.1	0.1
	0.1	0.1	0.1	0.0	0.0	0.5	0.9	0.6	0.5	0.8	
190.	*	0.3	0.4	0.5	0.5	0.3	0.0	0.0	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.7	0.6	0.7	
200.	*	0.3	0.4	0.4	0.6	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.6	0.5	0.4	
210.	*	0.7	0.5	0.5	0.7	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.9	0.5	0.4	
220.	*	0.7	0.7	0.6	0.7	0.4	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.5	0.3	
230.	*	0.7	0.8	0.7	0.7	0.5	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.8	0.8	1.0	0.4	0.1	
240.	*	0.7	0.9	0.8	0.8	0.6	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.9	0.4	0.4	
250.	*	0.5	0.8	1.1	1.0	0.9	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.1	0.5	0.3	
260.	*	0.3	0.7	1.1	0.9	0.9	0.1	0.1	0.5	0.2	0.2
	0.0	0.0	0.2	0.2	0.2	0.9	0.8	0.9	0.4	0.2	
270.	*	0.3	0.5	0.9	0.7	0.9	0.5	0.5	0.9	0.3	0.2
	0.0	0.1	0.7	0.6	0.6	0.6	0.6	0.6	0.2	0.1	
280.	*	0.3	0.3	0.6	0.4	0.5	0.6	0.7	1.1	0.7	0.4
	0.1	0.3	1.0	0.8	0.9	0.5	0.2	0.3	0.1	0.0	
290.	*	0.3	0.3	0.6	0.4	0.3	0.5	0.6	0.9	0.6	0.4
	0.3	0.5	1.2	0.9	0.9	0.4	0.2	0.2	0.1	0.0	
300.	*	0.3	0.3	0.5	0.3	0.2	0.4	0.6	0.9	0.7	0.6
	0.3	0.4	1.2	0.9	0.7	0.4	0.2	0.1	0.0	0.0	
310.	*	0.3	0.3	0.5	0.2	0.2	0.5	0.6	0.7	0.8	0.4
	0.3	0.5	1.3	1.2	0.5	0.4	0.1	0.1	0.0	0.0	
320.	*	0.3	0.3	0.4	0.2	0.2	0.6	0.6	0.4	0.6	0.5
	0.3	0.6	1.2	1.2	0.6	0.4	0.1	0.0	0.0	0.0	
330.	*	0.2	0.3	0.5	0.2	0.2	0.7	0.7	0.6	0.3	0.4
	0.3	0.7	1.0	1.1	0.6	0.4	0.1	0.0	0.0	0.0	
340.	*	0.2	0.4	0.4	0.2	0.1	0.6	0.7	0.6	0.5	0.3
	0.5	0.5	0.7	1.0	0.6	0.2	0.0	0.0	0.0	0.0	
350.	*	0.3	0.4	0.4	0.2	0.1	0.4	0.7	0.7	0.5	0.4
	0.3	0.5	0.6	1.1	0.7	0.2	0.0	0.0	0.0	0.0	
360.	*	0.2	0.4	0.4	0.1	0.0	0.3	0.5	0.6	0.5	0.4
	0.3	0.5	0.7	1.1	0.5	0.1	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.7	0.9	1.1	1.0	0.9	0.8	0.7	1.1	0.8	0.6
	0.6	0.7	1.3	1.2	1.2	1.1	1.0	1.1	1.3	0.8	
DEGR.	*	210	240	250	250	250	70	90	280	310	300
		330	310	30	40	130	250	250	120	180	10

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
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0.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.1	0.6	0.4	0.3
	0.2	0.5	0.7	0.7	0.7	0.0	0.0	0.3	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	1.0	0.5	0.4	0.4
	0.2	0.2	0.7	0.9	0.7	0.0	0.0	0.4	0.2	0.1	
20.	*	0.0	0.0	0.0	0.0	0.3	0.8	1.0	0.5	0.5	0.4
	0.2	0.4	0.4	0.9	0.8	0.0	0.1	0.6	0.2	0.1	
30.	*	0.0	0.0	0.0	0.1	0.5	0.9	1.1	0.7	0.6	0.4
	0.3	0.4	0.5	0.9	0.9	0.0	0.1	0.7	0.2	0.2	
40.	*	0.0	0.0	0.0	0.2	0.8	0.6	1.3	1.1	0.7	0.3
	0.2	0.6	0.6	0.9	1.0	0.1	0.2	0.6	0.3	0.2	
50.	*	0.0	0.1	0.1	0.3	0.8	0.7	1.2	1.1	0.6	0.2
	0.3	0.6	0.8	0.7	1.1	0.1	0.2	0.5	0.3	0.2	
60.	*	0.0	0.1	0.2	0.3	0.6	0.6	1.0	1.2	0.4	0.2
	0.2	0.3	0.8	0.7	1.0	0.2	0.2	0.5	0.4	0.2	
70.	*	0.1	0.2	0.3	0.3	0.6	0.6	0.9	1.0	0.2	0.2
	0.2	0.4	0.9	0.9	0.9	0.2	0.2	0.5	0.5	0.2	
80.	*	0.1	0.2	0.4	0.3	0.5	0.6	0.6	0.9	0.2	0.2
	0.2	0.2	0.6	0.6	0.7	0.3	0.3	0.7	0.6	0.2	
90.	*	0.1	0.2	0.5	0.5	0.6	0.5	0.5	0.5	0.2	0.1
	0.1	0.2	0.4	0.3	0.5	0.5	0.8	0.8	0.8	0.2	
100.	*	0.1	0.3	0.6	0.7	0.6	0.5	0.2	0.3	0.1	0.1
	0.1	0.1	0.3	0.1	0.0	0.6	0.7	0.8	0.8	0.3	
110.	*	0.2	0.3	1.0	0.8	1.0	0.2	0.1	0.1	0.1	0.1
	0.0	0.1	0.1	0.0	0.0	0.7	0.8	1.0	1.0	0.3	
120.	*	0.3	0.2	1.0	0.7	0.9	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.8	0.5	0.9	1.1	0.4	
130.	*	0.2	0.6	1.1	0.8	0.5	0.2	0.1	0.1	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.5	1.0	0.6	
140.	*	0.4	0.5	1.0	0.8	0.6	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.6	0.8	0.8	
150.	*	0.4	0.6	1.0	0.8	0.6	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.5	0.6	0.7	

160.	*	0.4	0.5	0.6	0.9	0.6	0.2	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.6	0.5	
170.	*	0.4	0.4	0.7	0.9	0.5	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.4	0.6	
180.	*	0.4	0.4	0.5	0.9	0.7	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.4	0.5	
190.	*	0.4	0.4	0.4	0.8	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.3	
200.	*	0.6	0.5	0.4	0.8	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.3	
210.	*	0.8	0.7	0.5	0.8	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
220.	*	0.6	0.7	0.7	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
230.	*	0.6	0.8	0.8	0.8	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.3	0.3	
240.	*	0.5	0.7	0.9	0.8	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.3	
250.	*	0.4	0.7	0.9	1.0	1.1	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.2	
260.	*	0.2	0.6	0.9	0.8	0.9	0.2	0.2	0.2	0.0	0.0
		0.0	0.0	0.1	0.1	0.2	0.7	0.7	0.7	0.2	0.0
270.	*	0.2	0.4	0.6	0.6	0.6	0.7	0.6	0.6	0.1	0.1
		0.1	0.2	0.5	0.5	0.4	0.4	0.4	0.0	0.0	
280.	*	0.2	0.3	0.5	0.2	0.3	1.0	0.8	0.9	0.3	0.1
		0.1	0.3	0.8	0.7	0.5	0.1	0.1	0.1	0.0	0.0
290.	*	0.2	0.3	0.4	0.2	0.2	1.0	0.8	0.9	0.5	0.2
		0.2	0.3	0.9	0.8	0.6	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.4	0.2	0.1	1.2	0.8	0.7	0.5	0.3
		0.3	0.4	0.9	0.9	0.6	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.4	0.1	0.1	1.3	0.8	0.4	0.4	0.4
		0.3	0.4	0.8	0.9	0.6	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.0	1.3	1.1	0.5	0.3	0.3
		0.4	0.4	0.7	0.8	0.6	0.0	0.0	0.0	0.0	
330.	*	0.1	0.2	0.4	0.1	0.0	1.2	1.1	0.6	0.3	0.3
		0.3	0.4	0.4	0.7	0.6	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.2	0.0	0.0	0.9	1.0	0.7	0.5	0.2
		0.3	0.3	0.5	0.7	0.6	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.9	1.0	0.6	0.4	0.2
		0.3	0.4	0.6	0.7	0.7	0.0	0.0	0.1	0.1	0.0
360.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.1	0.6	0.4	0.3
		0.2	0.5	0.7	0.7	0.7	0.0	0.0	0.3	0.1	0.1
-----*											
-----											
MAX	*	0.8	0.8	1.1	1.0	1.1	1.3	1.3	1.2	0.7	0.4
		0.4	0.6	0.9	0.9	1.1	0.8	0.8	1.0	1.1	0.8
DEGR.	*	210	230	130	250	250	310	40	60	40	10
		40	290	10	50	120	90	110	120	140	320

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC39.

JOB: Red Line Blue Line RUN: 2030  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:22:41

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 PPM

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)						*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT) (DEG)	X1	Y1	X2	Y2				
	(G/MI)	(FT)	(FT)	(VEH)				
-----*								
-----								
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*		
541. 124. AG	115.	100.0	1.0 10.0	****	27.5			
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*		
68. 125. AG	176.	100.0	1.0 20.0	0.48	3.4			
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*		
58. 125. AG	88.	100.0	1.0 10.0	0.41	2.9			
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*		
101. 186. AG	93.	100.0	1.0 10.0	0.76	5.1			
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*		
98. 290. AG	260.	100.0	1.0 40.0	0.51	5.0			
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*		
75. 96. AG	164.	100.0	1.0 20.0	0.47	3.8			
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*		
508. 19. AG	101.	100.0	1.0 10.0	1.19	25.8			
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*		
71. 19. AG	178.	100.0	1.0 20.0	0.52	3.6			
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*		
118. 270. AG	245.	100.0	1.0 30.0	0.72	6.0			
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*		
130. 88. AG	127.	100.0	1.0 20.0	0.67	6.6			
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*		
88. 356. AG	176.	100.0	1.0 20.0	0.62	4.5			
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*		
2. 174. AG	106.	100.0	1.0 10.0	0.04	0.1			
13. Camb/StaniFord EB L *	*	3037.4	30.4	2402.4	9.9	*		
635. 268. AG	89.	100.0	1.0 10.0	1.12	32.3			
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*		
137. 268. AG	156.	100.0	1.0 20.0	0.77	7.0			

15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	178.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	89.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	113.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	63.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	95.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	166.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	97.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	253.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	108.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	108.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	140.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	70.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	210.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	260.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	132.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	224.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1275.	8.3	1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	755.	8.3	1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	415.	8.3	1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1740.	8.3	1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	945.	8.3	1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.3	1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1835.	8.3	1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1020.	8.3	1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.3	1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	960.	8.3	1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1115.	8.3	1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	8.7	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:41

## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319.	179. AG		80.	8.7	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328.	89. AG		1140.	8.3	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321.	89. AG		1330.	8.3	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140.	334. AG		650.	8.3	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131.	1. AG		650.	8.3	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143.	334. AG		1000.	8.7	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144.	360. AG		1000.	8.7	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189.	120. AG		1330.	8.3	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165.	189. AG		420.	8.7	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157.	184. AG		460.	8.7	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80.	29. AG		315.	8.7	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111.	321. AG		370.	8.7	1.0	40.0			
57.	Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*	
159.	333. AG		685.	8.7	1.0	40.0			
58.	Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*	
145.	84. AG		560.	8.7	1.0	51.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154.	343. AG		450.	8.7	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218.	284. AG		1395.	8.3	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318.	276. AG		1395.	8.3	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176.	296. AG		760.	8.7	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77.	259. AG		760.	8.7	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	8.3	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	8.3	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	8.3	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	8.8	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	8.8	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	8.3	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	8.3	1.0 30.0	



JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:41

## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	44.84	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	44.84	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	44.84	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	44.84	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	44.84	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	44.84	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	44.84	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	44.84	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	44.84	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	44.84	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	44.84	1	3		
12. Temple NB	*	100	88	3.0	5
1600	44.84	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	375
1600	44.84	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	740
1600	44.84	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	44.84	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	44.84	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	44.84	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	44.84	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	44.84	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	44.84	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	44.84	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1330
1600	44.84	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	44.84	1	3		
24. Camb/Under Bridge L *		100	30	3.0	460
1600	44.84	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	370
1600	44.84	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	315
1600	44.84	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	560
1600	44.84	1	3		
28. Longfellow Inbound *		100	72	3.0	1395
1600	44.84	1	3		
29. David Mugar Way *		100	55	3.0	760
1600	44.84	1	3		
30. Camb/Strw SB *		100	62	3.0	450
1600	44.84	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:41

## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Grove NW1	1578.8	58.7	6.0	*
17. Camb/Grove NW2	1653.8	59.8	6.0	*
18. Camb/Grove NW3	1728.8	60.8	6.0	*
19. Camb/Grove NW4	1731.2	135.8	6.0	*
20. Camb/Grove NW5	1733.5	210.8	6.0	*
21. Charles Circle NE1	1227.2	264.7	6.0	*
22. Charles Circle NE2	1252.8	194.0	6.0	*
23. Charles Circle NE3	1285.8	126.6	6.0	*
24. Charles Circle NE4	1351.0	89.7	6.0	*
25. Charles Circle NE5	1416.3	52.7	6.0	*
26. Charles Circle SE1	1364.2	-96.4	6.0	*
27. Charles Circle SE2	1295.8	-127.3	6.0	*
28. Charles Circle SE3	1227.5	-158.2	6.0	*
29. Charles Circle SE4	1231.7	-233.1	6.0	*
30. Charles Circle SE5	1235.9	-308.0	6.0	*
31. Charles Circle SW1	1158.2	-316.2	6.0	*
32. Charles Circle SW2	1154.0	-241.4	6.0	*
33. Charles Circle SW3	1149.8	-166.5	6.0	*
34. Charles Circle SW4	1075.3	-158.3	6.0	*
35. Charles Circle SW5	1000.6	-151.5	6.0	*
36. Charles Circle NW1	871.2	97.3	6.0	*
37. Charles Circle NW2	964.0	88.2	6.0	*
38. Charles Circle NW3	1013.6	144.5	6.0	*
39. Charles Circle NW4	979.9	211.5	6.0	*
40. Charles Circle NW5	946.2	278.6	6.0	*
41. Camb/Bloss NE1	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	2052.5	-39.7	6.0	*

56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION											
ANGLE * (PPM)											
(DEGR)*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	
	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20	
-----*											
0.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.2	0.2
	1.0	0.2	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.6	0.3	0.3
	0.8	0.1	0.3	0.5	0.4	0.0	0.0	0.1	0.0	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.3	0.3
	1.0	0.2	0.3	0.5	0.4	0.0	0.0	0.1	0.1	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.3	0.3
	1.1	0.3	0.3	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
40.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.3	0.2
	1.1	0.3	0.4	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
50.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.2	0.2
	1.0	0.3	0.6	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.9	0.2	0.2
	1.0	0.2	0.6	0.7	0.6	0.0	0.0	0.1	0.1	0.0	
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.7	0.2	0.2
	0.9	0.2	0.6	0.8	0.8	0.0	0.0	0.1	0.1	0.1	
80.	*	0.0	0.0	0.1	0.1	0.2	0.6	0.7	0.7	0.3	0.1
	1.0	0.2	0.7	0.6	0.6	0.2	0.1	0.2	0.1	0.1	
90.	*	0.0	0.0	0.5	0.4	0.3	0.5	0.5	0.5	0.0	0.0
	1.0	0.0	0.4	0.4	0.3	0.5	0.6	0.7	0.1	0.1	
100.	*	0.2	0.3	0.7	0.6	0.6	0.1	0.1	0.1	0.0	0.0
	1.1	0.0	0.1	0.1	0.1	0.6	0.6	0.9	0.4	0.3	
110.	*	0.2	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.1
	1.0	0.1	0.0	0.0	0.3	0.7	0.6	0.8	0.3	0.3	
120.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.4
	0.7	0.2	0.0	0.1	0.7	0.7	0.6	0.5	0.5	0.3	
130.	*	0.2	0.2	0.8	0.6	0.5	0.0	0.0	0.0	0.1	0.7
	0.4	0.4	0.1	0.3	1.1	0.8	0.5	0.5	0.5	0.3	
140.	*	0.2	0.3	0.8	0.6	0.5	0.0	0.0	0.0	0.1	0.9
	0.1	0.6	0.2	0.4	1.2	0.7	0.6	0.2	0.4	0.4	
150.	*	0.3	0.3	0.8	0.7	0.5	0.0	0.0	0.1	0.3	0.9
	0.0	0.7	0.3	0.5	1.1	0.8	0.8	0.3	0.5	0.4	

160.	*	0.3	0.3	0.8	0.7	0.4	0.0	0.0	0.2	0.3	0.9
		0.0	0.6	0.3	0.5	1.0	0.8	0.8	0.4	0.4	0.5
170.	*	0.4	0.4	0.7	0.8	0.4	0.0	0.1	0.2	0.4	0.8
		0.0	0.6	0.3	0.5	0.9	0.8	0.8	0.4	0.1	0.3
180.	*	0.4	0.4	0.6	0.8	0.5	0.1	0.2	0.2	0.4	0.8
		0.0	0.6	0.3	0.4	0.8	0.8	0.8	0.5	0.4	0.2
190.	*	0.3	0.3	0.6	0.8	0.5	0.1	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	0.8	0.7	0.7	0.4	0.3
200.	*	0.2	0.3	0.5	0.8	0.5	0.1	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.7	0.8	0.7	0.8	0.4	0.3
210.	*	0.4	0.4	0.6	0.9	0.7	0.2	0.2	0.2	0.3	0.7
		0.0	0.5	0.3	0.4	0.8	0.8	0.7	0.8	0.5	0.3
220.	*	0.4	0.4	0.4	0.9	0.8	0.2	0.2	0.2	0.3	0.7
		0.0	0.5	0.3	0.4	0.8	0.8	0.7	0.8	0.5	0.3
230.	*	0.4	0.4	0.6	0.9	0.8	0.2	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	1.0	0.8	0.9	0.5	0.3
240.	*	0.3	0.4	0.9	0.9	0.9	0.2	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	0.9	0.9	0.8	0.4	0.3
250.	*	0.5	0.6	0.9	0.7	0.9	0.2	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.4	0.9	1.3	1.0	0.9	0.5	0.4
260.	*	0.4	0.6	0.9	0.8	0.9	0.6	0.5	0.6	0.6	0.9
		0.0	0.8	0.6	0.9	1.4	1.1	1.0	1.0	0.4	0.3
270.	*	0.4	0.4	0.7	0.5	0.6	0.9	0.9	0.9	0.7	1.3
		0.3	1.0	0.8	1.1	1.8	1.0	0.9	0.7	0.3	0.3
280.	*	0.1	0.2	0.5	0.4	0.3	1.1	1.0	1.0	0.8	1.4
		0.4	1.1	1.1	1.4	2.0	0.6	0.6	0.5	0.2	0.0
290.	*	0.0	0.1	0.1	0.0	0.0	0.8	0.8	0.8	0.8	1.4
		0.7	1.0	1.2	1.2	1.9	0.0	0.0	0.0	0.0	0.0
300.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.5	0.6	0.5	1.0
		1.1	0.6	0.7	0.8	1.3	0.0	0.0	0.0	0.0	0.0
310.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.6	0.4	0.2	0.6
		1.3	0.4	0.7	0.6	1.0	0.0	0.0	0.0	0.0	0.0
320.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.6	0.4	0.3	0.3
		1.4	0.2	0.7	0.5	0.6	0.0	0.0	0.0	0.0	0.0
330.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.7	0.4	0.2	0.2
		1.3	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
340.	*	0.0	0.1	0.1	0.0	0.0	0.6	0.6	0.3	0.2	0.2
		1.2	0.3	0.5	0.4	0.4	0.0	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.1	0.0	0.0	0.6	0.8	0.5	0.2	0.0
		1.1	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.2	0.2
		1.0	0.2	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0
-----*											
-----											
MAX	*	0.5	0.6	0.9	0.9	0.9	1.1	1.0	1.0	0.8	1.4
		1.4	1.1	1.2	1.4	2.0	1.3	1.0	1.0	0.5	0.5
DEGR.	*	250	250	250	230	240	280	280	280	280	320
		280	290	280	280	250	250	260	120	160	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.1	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.1	0.2
		0.1	0.4	0.5	0.6	0.5	0.0	0.2	0.2	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.5	0.2	0.2
		0.1	0.1	0.3	0.6	0.5	0.0	0.1	0.3	0.2	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.5	0.3	0.2
		0.4	0.2	0.2	0.6	0.5	0.0	0.1	0.3	0.2	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.6	0.5	0.3	0.2
		0.3	0.4	0.4	0.4	0.6	0.0	0.2	0.5	0.2	0.1
40.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.3	0.3
		0.3	0.3	0.4	0.2	0.5	0.0	0.3	0.6	0.2	0.1
50.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.7	0.4	0.3
		0.3	0.4	0.5	0.3	0.5	0.0	0.2	0.7	0.2	0.1
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.4	0.1
		0.2	0.5	0.7	0.3	0.4	0.0	0.3	0.8	0.3	0.1
70.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.5	0.2	0.1
		0.2	0.2	0.7	0.5	0.3	0.1	0.4	0.6	0.3	0.2
80.	*	0.0	0.0	0.0	0.0	0.2	0.7	0.4	0.3	0.2	0.1
		0.2	0.2	0.6	0.4	0.2	0.1	0.2	0.6	0.3	0.3
90.	*	0.0	0.0	0.0	0.2	0.5	0.4	0.2	0.2	0.1	0.1
		0.2	0.2	0.4	0.3	0.2	0.2	0.4	0.9	0.2	0.3
100.	*	0.0	0.0	0.3	0.5	0.8	0.3	0.2	0.1	0.1	0.0
		0.1	0.2	0.2	0.2	0.1	0.2	0.4	1.1	0.5	0.2
110.	*	0.0	0.2	0.5	0.5	0.9	0.2	0.1	0.1	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	0.6	0.3	1.0	0.9	0.3
120.	*	0.2	0.4	0.9	0.9	1.0	0.1	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	0.8	0.5	0.8	0.8	0.4
130.	*	0.4	0.7	1.2	1.3	1.3	0.0	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	1.0	0.4	0.6	0.7	0.5
140.	*	0.5	0.6	1.2	1.4	1.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.1	0.1	0.1	0.0	0.9	0.8	0.4	0.4	0.3
150.	*	0.3	0.5	0.9	1.2	1.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.1	0.2	0.0	0.0	0.9	0.9	0.5	0.4	0.4

160.	*	0.3	0.5	0.7	1.1	1.3	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.8	0.8	0.7	0.3	0.2	
170.	*	0.2	0.4	0.5	1.1	1.3	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.1	0.0	0.0	0.9	0.8	0.6	0.3	0.3	
180.	*	0.3	0.4	0.5	1.1	1.2	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	1.1	0.8	0.5	0.3	0.3	
190.	*	0.3	0.4	0.5	1.0	1.2	0.0	0.0	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	1.7	0.9	0.4	0.5	0.7	
200.	*	0.6	0.6	0.5	1.0	1.1	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.2	1.0	0.4	0.8	1.2	
210.	*	0.7	0.8	0.6	1.0	1.2	0.0	0.1	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.5	1.3	0.8	1.1	1.5	
220.	*	0.8	0.9	0.8	0.9	1.0	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.6	1.7	1.2	1.4	1.6	
230.	*	1.0	1.0	1.1	0.9	1.0	0.0	0.1	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	2.5	1.8	1.4	1.4	1.3	
240.	*	1.2	1.1	1.3	1.1	1.1	0.1	0.2	0.1	0.1	0.1
	0.0	0.0	0.0	0.0	0.2	2.6	1.8	1.4	1.4	1.0	
250.	*	0.9	1.1	1.5	1.4	1.4	0.4	0.4	0.1	0.1	0.1
	0.0	0.0	0.2	0.2	0.4	2.6	1.9	1.4	1.2	0.7	
260.	*	0.8	0.9	1.4	1.4	1.7	0.5	0.5	0.3	0.2	0.1
	0.0	0.1	0.3	0.4	0.7	2.7	1.9	1.3	0.9	0.4	
270.	*	0.6	0.7	1.0	1.3	1.8	1.1	0.9	0.5	0.3	0.2
	0.1	0.2	0.5	0.6	0.9	2.5	1.8	1.1	0.6	0.1	
280.	*	0.2	0.5	0.6	0.9	1.3	1.2	1.5	1.1	0.6	0.4
	0.3	0.4	0.7	0.8	1.0	2.3	1.5	0.7	0.3	0.1	
290.	*	0.2	0.3	0.3	0.6	1.0	1.2	1.5	1.5	0.9	0.6
	0.5	0.7	1.1	1.1	1.1	1.8	1.1	0.4	0.0	0.0	
300.	*	0.3	0.3	0.3	0.3	0.4	0.6	1.1	1.5	1.0	0.9
	0.8	0.9	1.3	1.1	1.3	1.6	0.6	0.1	0.0	0.0	
310.	*	0.3	0.3	0.4	0.1	0.1	0.4	0.7	1.2	1.0	0.9
	0.9	0.9	1.4	1.2	1.4	1.2	0.3	0.0	0.0	0.0	
320.	*	0.3	0.3	0.2	0.0	0.0	0.4	0.5	0.9	0.8	0.7
	0.8	0.8	1.0	1.1	1.2	0.9	0.1	0.0	0.0	0.0	
330.	*	0.3	0.2	0.3	0.0	0.0	0.5	0.5	0.7	0.4	0.5
	0.5	0.6	0.8	0.7	1.0	0.6	0.0	0.1	0.0	0.0	
340.	*	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.3
	0.3	0.5	0.6	0.6	0.7	0.3	0.0	0.1	0.1	0.0	
350.	*	0.1	0.0	0.0	0.0	0.0	0.6	0.4	0.5	0.2	0.1
	0.2	0.3	0.4	0.7	0.5	0.1	0.0	0.2	0.1	0.0	
360.	*	0.1	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.1	0.2
	0.1	0.4	0.5	0.6	0.5	0.0	0.0	0.2	0.2	0.0	
-----*											
-----											
MAX	*	1.2	1.1	1.5	1.4	1.8	1.2	1.5	1.5	1.0	0.9
	0.9	0.9	1.4	1.2	1.4	2.7	1.9	1.4	1.4	1.6	
DEGR.	*	240	240	250	260	270	280	290	300	310	300
		300	310	310	310	260	250	230	220	220	310



JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.1	0.1	0.1	0.0	0.0	0.6	0.5	0.7	0.4	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.2	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.5	0.3	0.2
		0.2	0.5	0.7	0.6	0.4	0.0	0.0	0.3	0.2	0.1
20.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.4	0.3	0.3
		0.2	0.3	0.7	0.8	0.4	0.0	0.1	0.5	0.2	0.2
30.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.5	0.3	0.3
		0.3	0.2	0.7	0.9	0.5	0.0	0.1	0.5	0.2	0.2
40.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.6	0.3	0.2
		0.3	0.3	0.6	0.9	0.6	0.0	0.1	0.6	0.2	0.2
50.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.3	0.3
		0.2	0.3	0.6	1.0	0.8	0.1	0.2	0.6	0.2	0.2
60.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.4	0.3
		0.3	0.5	0.6	0.7	0.7	0.2	0.2	0.5	0.2	0.1
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.7	0.8	0.4	0.2
		0.3	0.4	0.8	0.9	0.8	0.2	0.2	0.4	0.3	0.1
80.	*	0.0	0.0	0.1	0.1	0.1	0.7	0.6	0.7	0.3	0.0
		0.1	0.3	0.9	0.8	0.7	0.4	0.3	0.4	0.4	0.1
90.	*	0.0	0.1	0.5	0.4	0.4	0.4	0.5	0.5	0.0	0.0
		0.0	0.1	0.6	0.5	0.3	0.5	0.8	0.8	0.6	0.2
100.	*	0.0	0.3	0.8	0.7	0.6	0.1	0.1	0.1	0.0	0.0
		0.0	0.0	0.2	0.1	0.1	0.6	0.9	1.0	0.8	0.2
110.	*	0.2	0.3	0.8	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.7	0.7	0.9	0.9	0.3
120.	*	0.3	0.4	0.8	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.7	0.6	0.7	0.8	0.5
130.	*	0.3	0.4	0.7	0.8	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.6	0.9	0.5
140.	*	0.2	0.3	0.6	0.7	0.5	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.9	0.6
150.	*	0.3	0.3	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.5	0.7	0.6

160.	*	0.3	0.3	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.6	0.6	
170.	*	0.3	0.3	0.5	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.4	0.4	0.4	
180.	*	0.3	0.3	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.3	0.4	
190.	*	0.2	0.3	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.2	0.2	
200.	*	0.6	0.5	0.4	0.6	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.2	0.2	
210.	*	0.6	0.5	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.7	0.2	0.3
220.	*	0.6	0.6	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.1	0.1	0.6	0.6	0.8	0.4	0.3
230.	*	0.6	0.9	0.8	0.7	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.1	0.1	0.6	0.6	0.7	0.4	0.3
240.	*	0.4	0.8	0.7	0.8	0.9	0.1	0.1	0.2	0.1	0.0
		0.0	0.1	0.1	0.1	0.2	0.8	0.7	0.8	0.4	0.3
250.	*	0.3	0.7	0.8	0.9	0.9	0.1	0.1	0.2	0.1	0.1
		0.1	0.1	0.1	0.1	0.2	0.8	0.8	0.7	0.3	0.1
260.	*	0.5	0.8	1.0	0.9	0.9	0.3	0.2	0.3	0.1	0.1
		0.2	0.2	0.3	0.4	0.5	1.1	1.1	0.9	0.5	0.4
270.	*	0.5	0.7	1.0	1.0	0.8	0.8	0.8	0.8	0.4	0.5
		0.5	0.4	0.8	0.8	0.9	0.8	0.8	0.7	0.3	0.3
280.	*	0.1	0.2	0.5	0.3	0.3	0.7	0.9	1.1	0.6	0.4
		0.5	0.6	1.2	1.2	1.2	0.2	0.2	0.2	0.0	0.0
290.	*	0.1	0.2	0.3	0.2	0.2	0.6	0.6	0.8	0.2	0.3
		0.3	0.2	0.8	0.7	0.7	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.5	0.2	0.1	0.6	0.7	0.6	0.2	0.2
		0.2	0.2	0.7	0.5	0.6	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.5	0.2	0.1	0.7	0.6	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.0	0.7	0.6	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.4	0.1	0.0	0.7	0.6	0.6	0.2	0.2
		0.2	0.3	0.7	0.6	0.5	0.0	0.0	0.0	0.0	
340.	*	0.2	0.2	0.3	0.1	0.0	0.4	0.6	0.6	0.3	0.2
		0.2	0.2	0.6	0.7	0.5	0.0	0.0	0.0	0.0	
350.	*	0.1	0.2	0.2	0.0	0.0	0.5	0.6	0.8	0.5	0.2
		0.2	0.2	0.6	0.7	0.5	0.0	0.0	0.0	0.0	
360.	*	0.1	0.1	0.1	0.0	0.0	0.6	0.5	0.7	0.4	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.2	0.1	0.1
-----*											
-----											
MAX	*	0.6	0.9	1.0	1.0	0.9	0.8	0.9	1.1	0.6	0.5
		0.5	0.6	1.2	1.2	1.2	1.1	1.1	1.0	0.9	0.6
DEGR.	*	200	230	260	270	250	270	280	280	280	270
		280	280	280	280	260	260	100	110	140	

THE HIGHEST CONCENTRATION OF 2.70 PPM OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 9:24:16

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM
U = 1.0 M/S        CLAS = 4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M     AMB = 0.0 PPM
  
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LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)		(VEH)		
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	115.	100.0	1.0 10.0	****	27.5		
2.	Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
	68. 125. AG	176.	100.0	1.0 20.0	0.48	3.4		
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	88.	100.0	1.0 10.0	0.41	2.9		
4.	Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
	101. 186. AG	93.	100.0	1.0 10.0	0.76	5.1		
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
	92. 290. AG	260.	100.0	1.0 40.0	0.48	4.7		
6.	Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
	75. 96. AG	164.	100.0	1.0 20.0	0.47	3.8		
7.	Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
	508. 19. AG	101.	100.0	1.0 10.0	1.19	25.8		
8.	Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
	71. 19. AG	178.	100.0	1.0 20.0	0.52	3.6		
9.	Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
	112. 270. AG	245.	100.0	1.0 30.0	0.70	5.7		
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
	130. 88. AG	127.	100.0	1.0 20.0	0.67	6.6		
11.	Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
	88. 356. AG	176.	100.0	1.0 20.0	0.62	4.5		
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	106.	100.0	1.0 10.0	0.04	0.1		
13.	Camb/Stanimford EB L *	*	3037.4	30.4	2297.3	6.5	*	
	740. 268. AG	89.	100.0	1.0 10.0	1.15	37.6		
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2914.2	10.4	*	
	126. 268. AG	156.	100.0	1.0 20.0	0.73	6.4		

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	178.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	89.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	113.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	63.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	95.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	166.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	97.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	253.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	108.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	108.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	140.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	70.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	210.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	260.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	132.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	224.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1230.	8.3	1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	630.	8.3	1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	405.	8.3	1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1660.	8.3	1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG	560.	8.3	1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.3	1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1800.	8.3	1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1030.	8.3	1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.3	1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG	950.	8.3	1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1090.	8.3	1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	8.7	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

## Build Condition

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	*	X1	Y1		X2	Y2	*
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	8.7	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	8.3	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	8.3	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	8.3	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	8.3	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	8.7	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	8.7	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	8.3	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	8.7	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	8.7	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	8.7	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	8.7	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	8.7	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	8.7	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	8.7	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	8.3	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	8.3	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	8.7	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	8.7	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	8.3	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	8.3	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	8.3	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	8.8	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	8.8	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	8.3	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	8.3	1.0 30.0	

JOB: Red Line Blue Line

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Build Condition

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	44.84	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	44.84	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	44.84	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	44.84	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	44.84	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	44.84	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	44.84	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	44.84	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	44.84	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	44.84	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	44.84	1	3		
12. Temple NB	*	100	88	3.0	5
1600	44.84	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	385
1600	44.84	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	705
1600	44.84	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	44.84	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	44.84	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	44.84	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	44.84	1	3		



19. Camb/Bloss EB L	*	100	79	3.0	180
1600	44.84	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	44.84	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	44.84	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1295
1600	44.84	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	44.84	1	3		
24. Camb/Under Bridge L *		100	30	3.0	455
1600	44.84	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	365
1600	44.84	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	305
1600	44.84	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	550
1600	44.80	1	3		
28. Longfellow Inbound *		100	72	3.0	1385
1600	44.84	1	3		
29. David Mugar Way *		100	55	3.0	750
1600	44.84	1	3		
30. Camb/Strw SB *		100	62	3.0	445
1600	44.84	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Sud NW1	3605.8	69.9	6.0	*
17. Camb/Sud NW2	3677.7	48.5	6.0	*
18. Camb/Sud NW3	3749.6	27.0	6.0	*
19. Camb/Sud NW4	3807.2	75.0	6.0	*
20. Camb/Sud NW5	3864.9	123.0	6.0	*
21. Camb/Char NE1	3453.2	271.1	0.0	*
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*

56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)  
(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.1	0.1	0.1	0.1	0.0	0.4	0.5	0.4	0.3	0.4
		0.2	0.4	0.5	0.8	0.3	0.0	0.0	0.0	0.0	
10.	*	0.1	0.1	0.2	0.1	0.0	0.4	0.5	0.4	0.2	0.1
		0.3	0.3	0.4	0.9	0.3	0.0	0.0	0.0	0.0	
20.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.4	0.3	0.2	0.1
		0.4	0.3	0.3	0.9	0.3	0.0	0.0	0.0	0.0	
30.	*	0.0	0.1	0.2	0.0	0.0	0.3	0.4	0.3	0.3	0.2
		0.3	0.4	0.4	0.9	0.3	0.0	0.0	0.0	0.0	
40.	*	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.3	0.4	0.2
		0.3	0.4	0.4	0.9	0.4	0.0	0.0	0.0	0.0	
50.	*	0.0	0.0	0.1	0.0	0.0	0.3	0.4	0.4	0.4	0.2
		0.4	0.3	0.4	0.9	0.5	0.0	0.0	0.1	0.1	0.0
60.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.3	0.2
		0.4	0.4	0.4	0.9	0.6	0.0	0.0	0.1	0.1	0.1
70.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.3	0.2
		0.4	0.5	0.5	0.9	0.9	0.0	0.0	0.2	0.1	0.1
80.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.3	0.2
		0.3	0.4	0.6	0.5	0.7	0.0	0.1	0.2	0.2	0.1
90.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.3	0.2
		0.3	0.4	0.6	0.6	0.8	0.1	0.1	0.2	0.2	0.1
100.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.5	0.2	0.2
		0.3	0.4	0.5	0.4	0.6	0.2	0.2	0.1	0.1	0.1
110.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.2	0.0
		0.1	0.4	0.4	0.4	0.4	0.3	0.3	0.2	0.1	0.1
120.	*	0.0	0.0	0.1	0.1	0.1	0.2	0.3	0.3	0.1	0.0
		0.1	0.2	0.4	0.2	0.1	0.5	0.5	0.3	0.1	0.1
130.	*	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.2	0.0	0.0
		0.1	0.2	0.3	0.1	0.0	0.6	0.7	0.6	0.1	0.1
140.	*	0.0	0.1	0.6	0.4	0.4	0.0	0.1	0.1	0.0	0.0
		0.1	0.2	0.2	0.1	0.0	0.6	0.6	0.7	0.3	0.1
150.	*	0.1	0.2	0.7	0.5	0.4	0.0	0.0	0.0	0.0	0.0
		0.1	0.2	0.2	0.0	0.0	0.6	0.4	0.7	0.5	0.3

160.	*	0.2	0.2	0.8	0.5	0.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.4	0.5	0.3	
170.	*	0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.6	0.5	0.5	0.5	0.3	
180.	*	0.2	0.4	0.6	0.4	0.4	0.0	0.0	0.0	0.0	0.0
	0.0	0.1	0.1	0.0	0.0	0.5	0.6	0.5	0.2	0.4	
190.	*	0.2	0.4	0.6	0.4	0.3	0.0	0.0	0.1	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.6	0.3	0.4	
200.	*	0.3	0.3	0.4	0.5	0.3	0.0	0.0	0.2	0.1	0.0
	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.4	0.3	0.3	
210.	*	0.2	0.2	0.2	0.6	0.3	0.0	0.0	0.2	0.1	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.3	0.4	
220.	*	0.2	0.2	0.2	0.7	0.3	0.0	0.0	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.3	
230.	*	0.2	0.3	0.3	0.7	0.3	0.0	0.0	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.4	0.5	0.6	0.4	0.3	
240.	*	0.4	0.4	0.4	0.8	0.3	0.0	0.1	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.4	0.4	0.6	0.3	0.3	
250.	*	0.4	0.5	0.6	0.8	0.4	0.0	0.2	0.3	0.2	0.1
	0.0	0.0	0.0	0.0	0.1	0.5	0.4	0.6	0.3	0.3	
260.	*	0.4	0.5	0.7	0.9	0.5	0.0	0.2	0.2	0.2	0.1
	0.0	0.0	0.0	0.1	0.1	0.8	0.5	0.5	0.2	0.1	
270.	*	0.3	0.5	0.7	0.8	0.6	0.0	0.2	0.2	0.3	0.1
	0.0	0.0	0.0	0.1	0.3	0.8	0.7	0.5	0.3	0.1	
280.	*	0.2	0.2	0.6	0.8	0.8	0.0	0.2	0.3	0.3	0.1
	0.0	0.0	0.2	0.4	0.6	0.5	0.4	0.4	0.1	0.0	
290.	*	0.1	0.1	0.4	0.7	0.9	0.1	0.3	0.5	0.3	0.1
	0.0	0.1	0.5	0.4	0.4	0.1	0.2	0.2	0.0	0.0	
300.	*	0.1	0.1	0.2	0.3	0.5	0.2	0.4	0.6	0.4	0.1
	0.1	0.2	0.7	0.5	0.5	0.1	0.1	0.1	0.0	0.0	
310.	*	0.1	0.1	0.1	0.3	0.2	0.4	0.4	0.6	0.6	0.2
	0.1	0.2	0.9	0.6	0.5	0.0	0.0	0.0	0.0	0.0	
320.	*	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.7	0.7	0.4
	0.1	0.3	0.9	0.6	0.5	0.0	0.0	0.0	0.0	0.0	
330.	*	0.1	0.1	0.1	0.1	0.1	0.3	0.4	0.6	0.6	0.4
	0.1	0.4	0.8	0.7	0.6	0.1	0.0	0.0	0.0	0.0	
340.	*	0.1	0.1	0.1	0.1	0.1	0.5	0.3	0.4	0.5	0.4
	0.2	0.4	0.7	0.7	0.4	0.0	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.1	0.1	0.0	0.5	0.3	0.3	0.4	0.4
	0.2	0.4	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	
360.	*	0.1	0.1	0.1	0.1	0.0	0.4	0.5	0.4	0.3	0.4
	0.2	0.4	0.5	0.8	0.3	0.0	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.4	0.5	0.8	0.9	0.9	0.5	0.5	0.7	0.7	0.4
	0.4	0.5	0.9	0.9	0.9	0.8	0.7	0.7	0.5	0.4	
DEGR.	*	240	250	160	260	290	340	0	320	320	0
		70	310	10	70	260	200	140	150	180	20

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.1	0.3	0.3	0.1	0.0	0.3	0.5	0.6	0.5	0.3
		0.3	0.4	0.6	1.1	0.5	0.1	0.0	0.0	0.0	
10.	*	0.1	0.2	0.3	0.0	0.0	0.3	0.4	0.6	0.4	0.3
		0.4	0.5	0.7	0.9	0.6	0.0	0.0	0.0	0.0	
20.	*	0.0	0.2	0.2	0.0	0.0	0.3	0.4	0.5	0.3	0.2
		0.4	0.6	0.7	1.0	0.5	0.0	0.0	0.3	0.1	0.1
30.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.3	0.1
		0.3	0.3	0.7	1.2	0.7	0.0	0.1	0.5	0.3	0.3
40.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.2	0.1
		0.3	0.5	0.6	1.2	1.1	0.0	0.1	0.7	0.3	0.3
50.	*	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.2	0.1
		0.3	0.5	0.6	0.9	1.1	0.1	0.3	0.7	0.3	0.3
60.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.4	0.2	0.2
		0.3	0.4	0.6	0.7	1.1	0.1	0.3	0.5	0.4	0.3
70.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.4	0.3	0.2
		0.4	0.4	0.6	0.7	0.8	0.2	0.3	0.4	0.4	0.3
80.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.4	0.3	0.3
		0.3	0.4	0.5	0.5	0.8	0.3	0.3	0.4	0.4	0.3
90.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.5	0.3	0.1
		0.3	0.4	0.5	0.5	0.5	0.4	0.5	0.5	0.5	0.2
100.	*	0.0	0.0	0.1	0.1	0.1	0.6	0.6	0.5	0.1	0.1
		0.2	0.3	0.5	0.2	0.3	0.6	0.5	0.5	0.7	0.2
110.	*	0.0	0.0	0.4	0.4	0.3	0.4	0.5	0.4	0.0	0.0
		0.2	0.2	0.3	0.1	0.1	0.9	0.6	0.9	0.8	0.2
120.	*	0.0	0.2	0.6	0.7	0.6	0.2	0.2	0.1	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.0	0.7	0.8	1.2	0.3
130.	*	0.2	0.4	0.6	0.6	0.8	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.1	0.8	0.5	1.1	0.5
140.	*	0.3	0.3	0.6	0.5	0.7	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.1	1.0	0.7	0.4	0.9	0.5
150.	*	0.2	0.2	0.5	0.4	0.6	0.0	0.0	0.0	0.0	0.0
		0.2	0.2	0.2	0.1	0.0	0.9	0.8	0.5	0.9	0.6

160.	*	0.1	0.3	0.5	0.3	0.4	0.0	0.0	0.0	0.0	0.0
	0.2	0.2	0.2	0.1	0.0	0.6	0.9	0.4	0.7	0.6	
170.	*	0.1	0.3	0.5	0.4	0.3	0.0	0.0	0.1	0.0	0.0
	0.1	0.2	0.2	0.0	0.0	0.5	0.8	0.5	0.6	0.6	
180.	*	0.2	0.3	0.5	0.5	0.3	0.0	0.0	0.1	0.1	0.1
	0.1	0.1	0.1	0.0	0.0	0.4	0.9	0.5	0.4	0.6	
190.	*	0.3	0.4	0.5	0.5	0.3	0.0	0.0	0.2	0.2	0.1
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.7	0.6	0.6	
200.	*	0.3	0.3	0.4	0.6	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.6	0.4	0.4	
210.	*	0.6	0.4	0.5	0.7	0.3	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.9	0.5	0.3	
220.	*	0.6	0.6	0.6	0.7	0.4	0.0	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.5	0.3	
230.	*	0.6	0.7	0.6	0.7	0.5	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.7	0.7	1.0	0.4	0.1	
240.	*	0.6	0.8	0.7	0.8	0.5	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	0.8	0.9	0.4	0.4	
250.	*	0.4	0.7	1.0	1.0	0.8	0.1	0.1	0.2	0.2	0.2
	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.1	0.5	0.3	
260.	*	0.2	0.6	1.0	0.8	0.9	0.1	0.1	0.5	0.2	0.2
	0.0	0.0	0.2	0.2	0.2	0.9	0.8	0.8	0.5	0.2	
270.	*	0.2	0.4	0.8	0.7	0.8	0.4	0.5	0.9	0.3	0.2
	0.0	0.1	0.7	0.6	0.6	0.6	0.6	0.7	0.2	0.1	
280.	*	0.2	0.2	0.5	0.4	0.4	0.6	0.7	1.0	0.7	0.4
	0.1	0.3	1.0	0.8	0.9	0.5	0.2	0.3	0.1	0.0	
290.	*	0.2	0.2	0.5	0.4	0.2	0.5	0.6	0.9	0.6	0.4
	0.3	0.5	1.2	0.9	0.8	0.4	0.2	0.2	0.1	0.0	
300.	*	0.2	0.2	0.4	0.3	0.1	0.4	0.6	0.9	0.7	0.6
	0.2	0.4	1.2	0.8	0.7	0.4	0.2	0.1	0.0	0.0	
310.	*	0.2	0.2	0.4	0.2	0.1	0.4	0.4	0.7	0.8	0.4
	0.3	0.4	1.3	1.1	0.5	0.4	0.1	0.1	0.0	0.0	
320.	*	0.2	0.2	0.3	0.2	0.1	0.5	0.5	0.3	0.6	0.5
	0.3	0.6	1.2	1.2	0.6	0.4	0.1	0.0	0.0	0.0	
330.	*	0.2	0.2	0.4	0.2	0.1	0.5	0.7	0.6	0.3	0.4
	0.3	0.6	1.0	1.0	0.6	0.4	0.1	0.0	0.0	0.0	
340.	*	0.2	0.3	0.3	0.2	0.1	0.5	0.7	0.6	0.4	0.3
	0.4	0.5	0.7	1.0	0.6	0.2	0.0	0.0	0.0	0.0	
350.	*	0.3	0.3	0.3	0.1	0.1	0.4	0.6	0.6	0.5	0.3
	0.3	0.5	0.6	1.0	0.6	0.2	0.0	0.0	0.0	0.0	
360.	*	0.1	0.3	0.3	0.1	0.0	0.3	0.5	0.6	0.5	0.3
	0.3	0.4	0.6	1.1	0.5	0.1	0.0	0.0	0.0	0.0	
-----*											
-----											
MAX	*	0.6	0.8	1.0	1.0	0.9	0.7	0.7	1.0	0.8	0.6
	0.4	0.6	1.3	1.2	1.1	1.1	1.0	1.1	1.2	0.6	
DEGR.	*	210	240	250	250	260	80	280	280	310	300
		20	310	30	40	130	250	250	120	150	10

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

-----

REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.1	0.6	0.3	0.3
	0.2	0.5	0.7	0.7	0.6	0.0	0.0	0.3	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	1.0	0.5	0.4	0.3
	0.2	0.2	0.7	0.9	0.7	0.0	0.0	0.4	0.2	0.1	
20.	*	0.0	0.0	0.0	0.0	0.3	0.8	1.0	0.5	0.5	0.3
	0.2	0.3	0.4	0.9	0.8	0.0	0.1	0.6	0.2	0.1	
30.	*	0.0	0.0	0.0	0.1	0.4	0.8	1.0	0.6	0.6	0.3
	0.3	0.4	0.5	0.9	0.9	0.0	0.1	0.7	0.2	0.2	
40.	*	0.0	0.0	0.0	0.1	0.7	0.6	1.3	1.0	0.6	0.3
	0.2	0.6	0.5	0.8	1.0	0.1	0.2	0.6	0.3	0.2	
50.	*	0.0	0.1	0.1	0.3	0.7	0.6	1.1	1.0	0.5	0.2
	0.3	0.5	0.6	0.7	1.1	0.1	0.2	0.5	0.3	0.2	
60.	*	0.0	0.1	0.1	0.3	0.5	0.6	0.9	1.1	0.4	0.2
	0.2	0.3	0.7	0.7	1.0	0.2	0.2	0.5	0.4	0.2	
70.	*	0.1	0.1	0.2	0.3	0.4	0.6	0.9	1.0	0.2	0.2
	0.2	0.4	0.9	0.7	0.9	0.2	0.2	0.4	0.5	0.2	
80.	*	0.1	0.1	0.3	0.3	0.4	0.6	0.6	0.8	0.2	0.2
	0.2	0.2	0.6	0.6	0.7	0.3	0.3	0.5	0.5	0.2	
90.	*	0.0	0.1	0.4	0.5	0.5	0.5	0.4	0.5	0.2	0.1
	0.1	0.2	0.4	0.3	0.5	0.5	0.8	0.8	0.7	0.2	
100.	*	0.0	0.2	0.6	0.5	0.5	0.5	0.2	0.3	0.1	0.1
	0.1	0.1	0.3	0.1	0.0	0.6	0.7	0.8	0.8	0.3	
110.	*	0.1	0.2	0.9	0.6	0.9	0.2	0.1	0.1	0.1	0.1
	0.0	0.1	0.1	0.0	0.0	0.7	0.8	1.0	1.0	0.3	
120.	*	0.2	0.2	1.0	0.7	0.8	0.2	0.1	0.1	0.1	0.0
	0.0	0.0	0.1	0.0	0.0	0.7	0.5	0.9	1.1	0.4	
130.	*	0.2	0.6	1.1	0.8	0.5	0.2	0.1	0.1	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.5	1.0	0.6	
140.	*	0.4	0.5	1.0	0.8	0.4	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.6	0.8	0.8	
150.	*	0.4	0.6	0.9	0.8	0.5	0.2	0.1	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.5	0.7	



160.	*	0.4	0.5	0.6	0.9	0.5	0.2	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.5	0.5	
170.	*	0.4	0.4	0.5	0.8	0.5	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.7	0.4	0.4	0.6	
180.	*	0.3	0.4	0.4	0.9	0.6	0.1	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.4	0.5	
190.	*	0.4	0.4	0.4	0.8	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.4	0.3	
200.	*	0.6	0.5	0.4	0.8	0.8	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
210.	*	0.8	0.7	0.5	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
220.	*	0.6	0.7	0.7	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.4	0.3	
230.	*	0.6	0.8	0.7	0.7	1.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.3	0.3	
240.	*	0.5	0.7	0.9	0.8	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.3	0.3	
250.	*	0.4	0.7	0.9	1.0	1.1	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.3	0.2	
260.	*	0.2	0.6	0.9	0.8	0.8	0.2	0.1	0.2	0.0	0.0
		0.0	0.0	0.1	0.1	0.6	0.6	0.6	0.2	0.0	
270.	*	0.2	0.4	0.6	0.6	0.7	0.7	0.6	0.6	0.1	0.0
		0.0	0.1	0.5	0.4	0.4	0.4	0.4	0.0	0.0	
280.	*	0.2	0.3	0.5	0.2	0.3	0.9	0.8	0.8	0.3	0.1
		0.1	0.3	0.8	0.7	0.5	0.1	0.1	0.0	0.0	
290.	*	0.2	0.3	0.4	0.2	0.2	1.0	0.6	0.9	0.4	0.3
		0.3	0.3	1.0	0.9	0.6	0.0	0.0	0.0	0.0	
300.	*	0.2	0.2	0.4	0.2	0.1	1.1	0.7	0.7	0.4	0.3
		0.3	0.4	0.9	0.9	0.6	0.0	0.0	0.0	0.0	
310.	*	0.2	0.2	0.4	0.1	0.1	1.3	0.7	0.3	0.4	0.4
		0.3	0.4	0.8	0.9	0.6	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.0	1.3	1.0	0.5	0.3	0.3
		0.4	0.4	0.7	0.8	0.5	0.0	0.0	0.0	0.0	
330.	*	0.1	0.2	0.4	0.1	0.0	1.1	1.0	0.6	0.3	0.3
		0.3	0.4	0.4	0.7	0.5	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.2	0.0	0.0	0.9	1.0	0.7	0.5	0.2
		0.3	0.3	0.5	0.7	0.5	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.8	0.9	0.6	0.3	0.2
		0.3	0.4	0.6	0.7	0.6	0.0	0.0	0.1	0.1	0.0
360.	*	0.0	0.1	0.1	0.0	0.0	0.8	1.1	0.6	0.3	0.3
		0.2	0.5	0.7	0.7	0.6	0.0	0.0	0.3	0.1	0.1
-----*											
-----											
MAX	*	0.8	0.8	1.1	1.0	1.1	1.3	1.3	1.1	0.6	0.4
		0.4	0.6	1.0	0.9	1.1	0.7	0.8	1.0	1.1	0.8
DEGR.	*	210	230	130	250	250	310	40	60	30	310
		40	290	10	50	110	90	110	120	140	320

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC47.

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 9:25:43

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM
U = 1.0 M/S        CLAS = 4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M     AMB = 0.0 PPM
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	115.	100.0	1.0 10.0	**** 27.5			
2.	Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
	68. 125. AG	176.	100.0	1.0 20.0	0.48 3.4			
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	88.	100.0	1.0 10.0	0.41 2.9			
4.	Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
	101. 186. AG	93.	100.0	1.0 10.0	0.76 5.1			
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
	92. 290. AG	260.	100.0	1.0 40.0	0.48 4.7			
6.	Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
	75. 96. AG	164.	100.0	1.0 20.0	0.47 3.8			
7.	Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
	508. 19. AG	101.	100.0	1.0 10.0	1.19 25.8			
8.	Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
	71. 19. AG	178.	100.0	1.0 20.0	0.52 3.6			
9.	Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
	112. 270. AG	245.	100.0	1.0 30.0	0.70 5.7			
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
	130. 88. AG	127.	100.0	1.0 20.0	0.67 6.6			
11.	Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
	88. 356. AG	176.	100.0	1.0 20.0	0.62 4.5			
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	106.	100.0	1.0 10.0	0.04 0.1			
13.	Camb/Stanimford EB L *	*	3037.4	30.4	2297.3	6.5	*	
	740. 268. AG	89.	100.0	1.0 10.0	1.15 37.6			
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2914.2	10.4	*	
	126. 268. AG	156.	100.0	1.0 20.0	0.73 6.4			

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	178.	100.0	1.0	20.0 0.48 3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	89.	100.0	1.0	10.0 0.10 0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	113.	100.0	1.0	20.0 0.73 7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	63.	100.0	1.0	20.0 0.42 3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	95.	100.0	1.0	10.0 0.70 4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	166.	100.0	1.0	30.0 0.50 5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	97.	100.0	1.0	30.0 0.34 2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	253.	100.0	1.0	30.0 1.08 29.2		
23.	Camb/Under Bridge R *		1257.7	65.7	1255.5	54.2	*
	12. 191. AG	108.	100.0	1.0	30.0 0.07 0.6		
24.	Camb/Under Bridge L *		1205.3	62.3	1201.8	37.8	*
	25. 188. AG	108.	100.0	1.0	30.0 0.15 1.3		
25.	Camb/Strw WB Off T *		1070.1	121.8	1031.5	179.8	*
	70. 326. AG	140.	100.0	1.0	20.0 0.30 3.5		
26.	Camb/Strw WB Off R *		1025.0	106.9	1070.1	214.6	*
	117. 23. AG	70.	100.0	1.0	10.0 0.51 5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	210.	100.0	1.0	30.0 0.31 3.6		
28.	Longfellow Inbound *		1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	260.	100.0	1.0	30.0 1.25 61.7		
29.	David Mugar Way *		1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	132.	100.0	1.0	20.0 0.59 5.7		
30.	Camb/Strw SB *		1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	224.	100.0	1.0	30.0 0.28 2.5		
31.	Camb/Sud East *		3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG	1230.	8.3	1.0	****		
32.	Camb/Sud North *		3952.4	134.6	3754.3	-30.2	*
	258. 230. AG	630.	8.3	1.0	74.0		
33.	Camb/Sud South *		3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG	405.	8.3	1.0	54.0		
34.	Camb/Sud/Chardon *		3347.2	76.6	3764.6	-47.9	*
	436. 107. AG	1660.	8.3	1.0	****		
35.	Camb/Char North *		3425.4	324.3	3321.1	71.8	*
	273. 202. AG	560.	8.3	1.0	72.0		
36.	Camb/Char South *		3330.6	68.3	3335.3	-290.9	*
	359. 179. AG	840.	8.3	1.0	77.0		
37.	Camb/Char/Staniford *		3085.6	42.7	3320.2	48.0	*
	235. 89. AG	1800.	8.3	1.0	****		
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG	1030.	8.3	1.0	80.0		
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG	5.	8.3	1.0	30.0		
40.	Camb/Stan/Bloss WB *		2235.5	38.2	3087.6	52.1	*
	852. 89. AG	950.	8.3	1.0	51.0		
41.	Camb/Stan/Bloss EB *		2234.3	-1.9	3084.1	18.3	*
	850. 89. AG	1090.	8.3	1.0	51.0		

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	8.3	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	8.3	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	8.7	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	8.7	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	8.3	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	8.3	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	8.3	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	8.3	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	8.7	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	8.7	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	8.3	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	8.7	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	8.7	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	8.7	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	8.7	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	8.7	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	8.7	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	8.7	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	8.3	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	8.3	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	8.7	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	8.7	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	8.3	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	8.3	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	8.3	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	8.8	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	8.8	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	8.3	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	8.3	1.0 30.0	

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## ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* SATURATION	CYCLE IDLE	RED SIGNAL	CLEARANCE ARRIVAL	APPROACH VOL
FLOW RATE	* EM FAC	LENGTH TYPE	TIME RATE	LOST TIME (SEC)	(VPH)
(VPH)	(VPH)	(SEC)	(SEC)	(SEC)	(VPH)
-----*					
1. Camb/Sud WB L	*	100	96	3.0	65
1600	44.84	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	44.84	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	44.84	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	44.84	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	44.84	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	44.84	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	44.84	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	44.84	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	44.84	1	3		
10. Camb/StaniFord WB TR*	*	100	53	3.0	895
1600	44.84	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	44.84	1	3		
12. Temple NB	*	100	88	3.0	5
1600	44.84	1	3		
13. Camb/StaniFord EB L *	*	100	74	3.0	385
1600	44.84	1	3		
14. Camb/StaniFord EB TT*	*	100	65	3.0	705
1600	44.84	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	44.84	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	44.84	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	44.84	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	44.84	1	3		

19. Camb/Bloss EB L	*	100	79	3.0	180
1600	44.84	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	44.84	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	44.84	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1295
1600	44.84	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	44.84	1	3		
24. Camb/Under Bridge L *		100	30	3.0	455
1600	44.84	1	3		
25. Camb/Strw WB Off T *		120	70	3.0	365
1600	44.84	1	3		
26. Camb/Strw WB Off R *		120	70	3.0	305
1600	44.84	1	3		
27. Strw EB Off/ Camb WB*		120	70	3.0	550
1600	44.80	1	3		
28. Longfellow Inbound *		100	72	3.0	1385
1600	44.84	1	3		
29. David Mugar Way *		100	55	3.0	750
1600	44.84	1	3		
30. Camb/Strw SB *		100	62	3.0	445
1600	44.84	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*



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## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
16. Camb/Grove NW1	1578.8	58.7	6.0	*
17. Camb/Grove NW2	1653.8	59.8	6.0	*
18. Camb/Grove NW3	1728.8	60.8	6.0	*
19. Camb/Grove NW4	1731.2	135.8	6.0	*
20. Camb/Grove NW5	1733.5	210.8	6.0	*
21. Charles Circle NE1	1227.2	264.7	6.0	*
22. Charles Circle NE2	1252.8	194.0	6.0	*
23. Charles Circle NE3	1285.8	126.6	6.0	*
24. Charles Circle NE4	1351.0	89.7	6.0	*
25. Charles Circle NE5	1416.3	52.7	6.0	*
26. Charles Circle SE1	1364.2	-96.4	6.0	*
27. Charles Circle SE2	1295.8	-127.3	6.0	*
28. Charles Circle SE3	1227.5	-158.2	6.0	*
29. Charles Circle SE4	1231.7	-233.1	6.0	*
30. Charles Circle SE5	1235.9	-308.0	6.0	*
31. Charles Circle SW1	1158.2	-316.2	6.0	*
32. Charles Circle SW2	1154.0	-241.4	6.0	*
33. Charles Circle SW3	1149.8	-166.5	6.0	*
34. Charles Circle SW4	1075.3	-158.3	6.0	*
35. Charles Circle SW5	1000.6	-151.5	6.0	*
36. Charles Circle NW1	871.2	97.3	6.0	*
37. Charles Circle NW2	964.0	88.2	6.0	*
38. Charles Circle NW3	1013.6	144.5	6.0	*
39. Charles Circle NW4	979.9	211.5	6.0	*
40. Charles Circle NW5	946.2	278.6	6.0	*
41. Camb/Bloss NE1	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	2052.5	-39.7	6.0	*

56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION											
ANGLE * (PPM)											
(DEGR)*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	
	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20	
-----*											
0.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.2	0.2
	0.9	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.5	0.3	0.3
	0.8	0.1	0.3	0.5	0.4	0.0	0.0	0.1	0.0	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.6	0.3	0.3
	1.0	0.2	0.3	0.5	0.4	0.0	0.0	0.1	0.1	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.3	0.3
	1.1	0.3	0.3	0.7	0.5	0.0	0.0	0.1	0.1	0.0	
40.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.3	0.2
	1.1	0.3	0.4	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
50.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.2	0.2
	0.9	0.3	0.6	0.6	0.5	0.0	0.0	0.1	0.1	0.0	
60.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.2	0.2
	1.0	0.2	0.6	0.7	0.6	0.0	0.0	0.1	0.1	0.0	
70.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.2	0.2
	0.9	0.2	0.6	0.7	0.8	0.0	0.0	0.1	0.1	0.1	
80.	*	0.0	0.0	0.1	0.1	0.2	0.7	0.6	0.7	0.3	0.1
	1.0	0.2	0.7	0.5	0.6	0.2	0.1	0.2	0.1	0.1	
90.	*	0.0	0.0	0.5	0.4	0.4	0.6	0.5	0.5	0.0	0.0
	0.9	0.0	0.4	0.4	0.3	0.5	0.6	0.7	0.1	0.1	
100.	*	0.2	0.3	0.7	0.6	0.6	0.1	0.1	0.1	0.0	0.0
	0.8	0.0	0.1	0.0	0.1	0.6	0.6	0.9	0.4	0.3	
110.	*	0.1	0.3	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.7	0.0	0.0	0.0	0.3	0.7	0.5	0.8	0.3	0.2	
120.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0
	0.4	0.1	0.0	0.1	0.6	0.7	0.6	0.5	0.5	0.3	
130.	*	0.2	0.2	0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.1
	0.2	0.2	0.0	0.2	1.0	0.8	0.5	0.5	0.4	0.3	
140.	*	0.2	0.3	0.8	0.6	0.5	0.0	0.0	0.0	0.0	0.2
	0.1	0.4	0.1	0.3	1.2	0.7	0.5	0.2	0.4	0.4	
150.	*	0.3	0.3	0.7	0.6	0.4	0.0	0.0	0.0	0.0	0.3
	0.0	0.5	0.1	0.4	1.1	0.7	0.7	0.2	0.4	0.4	

160.	*	0.3	0.3	0.7	0.6	0.4	0.0	0.0	0.0	0.1	0.5
		0.0	0.6	0.2	0.5	1.0	0.8	0.8	0.3	0.3	0.4
170.	*	0.3	0.3	0.6	0.7	0.4	0.0	0.0	0.1	0.2	0.6
		0.0	0.6	0.3	0.5	0.9	0.8	0.8	0.3	0.1	0.2
180.	*	0.4	0.4	0.5	0.7	0.4	0.0	0.0	0.2	0.2	0.6
		0.0	0.6	0.3	0.4	0.8	0.8	0.8	0.5	0.3	0.2
190.	*	0.3	0.3	0.5	0.8	0.4	0.0	0.1	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	0.8	0.7	0.7	0.4	0.3
200.	*	0.2	0.3	0.5	0.8	0.4	0.0	0.1	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.7	0.8	0.7	0.8	0.4	0.3
210.	*	0.4	0.4	0.6	0.8	0.7	0.1	0.2	0.2	0.3	0.7
		0.0	0.5	0.3	0.4	0.8	0.8	0.7	0.8	0.4	0.3
220.	*	0.4	0.4	0.4	0.8	0.7	0.1	0.2	0.2	0.3	0.7
		0.0	0.5	0.3	0.4	0.8	0.8	0.7	0.8	0.5	0.3
230.	*	0.4	0.4	0.6	0.9	0.8	0.2	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	1.0	0.8	0.8	0.5	0.3
240.	*	0.3	0.4	0.8	0.9	0.8	0.2	0.2	0.2	0.3	0.7
		0.0	0.6	0.3	0.4	0.8	0.9	0.9	0.8	0.4	0.3
250.	*	0.5	0.6	0.8	0.7	0.8	0.2	0.2	0.3	0.4	0.8
		0.0	0.6	0.3	0.4	0.9	1.3	1.0	0.9	0.5	0.4
260.	*	0.4	0.6	0.9	0.7	0.9	0.6	0.5	0.6	0.6	0.9
		0.0	0.8	0.6	0.9	1.4	1.1	1.0	1.0	0.4	0.3
270.	*	0.4	0.4	0.6	0.5	0.6	0.9	0.9	0.9	0.7	1.3
		0.3	1.0	0.8	1.1	1.8	1.0	0.9	0.6	0.3	0.3
280.	*	0.1	0.2	0.5	0.3	0.3	1.1	1.0	1.0	0.8	1.4
		0.4	1.1	1.1	1.3	1.9	0.6	0.5	0.5	0.2	0.0
290.	*	0.0	0.1	0.1	0.0	0.0	0.8	0.8	0.8	0.8	1.4
		0.7	1.0	1.1	1.2	1.9	0.0	0.0	0.0	0.0	0.0
300.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.5	0.6	0.4	1.0
		1.1	0.6	0.7	0.7	1.3	0.0	0.0	0.0	0.0	0.0
310.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.6	0.4	0.2	0.6
		1.3	0.4	0.7	0.6	1.0	0.0	0.0	0.0	0.0	0.0
320.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.6	0.4	0.2	0.3
		1.4	0.2	0.7	0.5	0.6	0.0	0.0	0.0	0.0	0.0
330.	*	0.0	0.1	0.1	0.0	0.0	0.7	0.7	0.4	0.2	0.2
		1.3	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0
340.	*	0.0	0.1	0.1	0.0	0.0	0.5	0.6	0.3	0.1	0.2
		1.2	0.3	0.5	0.4	0.4	0.0	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.1	0.0	0.0	0.5	0.8	0.5	0.2	0.0
		1.1	0.3	0.5	0.4	0.4	0.0	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.2	0.2
		0.9	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0
-----*											
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MAX	*	0.5	0.6	0.9	0.9	0.9	1.1	1.0	1.0	0.8	1.4
		1.4	1.1	1.1	1.3	1.9	1.3	1.0	1.0	0.5	0.4
DEGR.	*	250	250	260	230	260	280	280	280	280	320
		280	280	280	280	250	250	260	120	140	

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

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0.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.1	0.2
	0.1	0.4	0.5	0.6	0.5	0.0	0.0	0.2	0.2	0.0	
10.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.1	0.2
	0.1	0.1	0.3	0.6	0.5	0.0	0.1	0.3	0.2	0.0	
20.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.5	0.3	0.2
	0.3	0.2	0.2	0.6	0.5	0.0	0.1	0.3	0.2	0.0	
30.	*	0.0	0.0	0.0	0.0	0.0	0.9	0.6	0.5	0.2	0.2
	0.3	0.3	0.3	0.4	0.5	0.0	0.1	0.5	0.2	0.1	
40.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.3	0.3
	0.3	0.3	0.4	0.2	0.5	0.0	0.3	0.6	0.2	0.1	
50.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.7	0.7	0.4	0.3
	0.3	0.4	0.4	0.2	0.5	0.0	0.2	0.7	0.2	0.1	
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.7	0.4	0.1
	0.2	0.5	0.7	0.3	0.4	0.0	0.2	0.7	0.3	0.1	
70.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.5	0.1	0.1
	0.2	0.2	0.7	0.5	0.3	0.1	0.4	0.6	0.3	0.2	
80.	*	0.0	0.0	0.0	0.0	0.1	0.7	0.4	0.3	0.1	0.1
	0.2	0.2	0.6	0.3	0.2	0.1	0.1	0.6	0.3	0.3	
90.	*	0.0	0.0	0.0	0.2	0.5	0.4	0.2	0.2	0.1	0.0
	0.1	0.2	0.3	0.3	0.2	0.2	0.3	0.9	0.2	0.3	
100.	*	0.0	0.0	0.2	0.5	0.7	0.3	0.2	0.1	0.0	0.0
	0.1	0.1	0.2	0.2	0.1	0.2	0.3	1.1	0.5	0.2	
110.	*	0.0	0.2	0.5	0.5	0.8	0.2	0.1	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	0.6	0.3	1.0	0.8	0.3	
120.	*	0.2	0.4	0.8	0.9	1.0	0.1	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	0.6	0.5	0.8	0.7	0.4	
130.	*	0.4	0.7	1.2	1.1	1.3	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	1.0	0.4	0.6	0.7	0.5	
140.	*	0.4	0.5	1.1	1.3	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.1	0.1	0.0	0.9	0.8	0.4	0.4	0.3	
150.	*	0.3	0.5	0.8	1.2	1.4	0.0	0.0	0.0	0.0	0.0
	0.1	0.1	0.2	0.0	0.0	0.9	0.9	0.5	0.4	0.4	

160.	*	0.2	0.3	0.6	1.1	1.3	0.0	0.0	0.0	0.0	0.0	
	0.1	0.1	0.2	0.0	0.0	0.8	0.8	0.7	0.3	0.2		
170.	*	0.2	0.4	0.5	1.1	1.3	0.0	0.0	0.0	0.0	0.0	
	0.0	0.1	0.1	0.0	0.0	0.9	0.8	0.6	0.3	0.3		
180.	*	0.2	0.3	0.4	1.1	1.2	0.0	0.0	0.1	0.1	0.0	
	0.0	0.0	0.1	0.0	0.0	1.1	0.8	0.5	0.3	0.3		
190.	*	0.3	0.1	0.3	0.9	1.1	0.0	0.0	0.1	0.1	0.1	
	0.0	0.0	0.0	0.0	0.0	1.7	0.9	0.4	0.5	0.7		
200.	*	0.5	0.5	0.3	1.0	1.0	0.0	0.0	0.2	0.1	0.1	
	0.0	0.0	0.0	0.0	0.0	2.2	1.0	0.4	0.8	1.2		
210.	*	0.7	0.7	0.4	1.0	1.2	0.0	0.1	0.1	0.1	0.1	
	0.0	0.0	0.0	0.0	0.0	2.5	1.3	0.8	1.1	1.5		
220.	*	0.7	0.9	0.6	0.9	1.0	0.0	0.1	0.1	0.1	0.1	
	0.0	0.0	0.0	0.0	0.0	2.6	1.7	1.2	1.4	1.6		
230.	*	1.0	1.0	1.0	0.7	1.0	0.0	0.1	0.1	0.1	0.1	
	0.0	0.0	0.0	0.0	0.0	2.5	1.8	1.4	1.4	1.3		
240.	*	1.2	1.1	1.3	1.0	1.1	0.1	0.2	0.1	0.1	0.1	
	0.0	0.0	0.0	0.0	0.2	2.6	1.8	1.4	1.4	1.0		
250.	*	0.9	1.1	1.4	1.3	1.4	0.4	0.4	0.1	0.1	0.1	
	0.0	0.0	0.2	0.2	0.4	2.6	1.9	1.4	1.2	0.7		
260.	*	0.8	0.8	1.3	1.4	1.6	0.5	0.5	0.3	0.2	0.1	
	0.0	0.1	0.3	0.4	0.7	2.7	1.9	1.3	0.9	0.4		
270.	*	0.5	0.7	1.0	1.2	1.6	1.1	0.9	0.5	0.3	0.2	
	0.1	0.2	0.5	0.6	0.9	2.5	1.8	1.1	0.6	0.1		
280.	*	0.2	0.5	0.5	0.9	1.2	1.2	1.5	1.1	0.6	0.4	
	0.3	0.4	0.7	0.8	1.0	2.3	1.5	0.7	0.3	0.1		
290.	*	0.2	0.3	0.2	0.4	0.8	1.1	1.5	1.5	0.9	0.6	
	0.5	0.7	1.1	1.1	1.1	1.8	1.0	0.4	0.0	0.0		
300.	*	0.2	0.2	0.2	0.3	0.3	0.6	1.1	1.5	1.0	0.9	
	0.8	0.9	1.2	1.1	1.3	1.6	0.6	0.1	0.0	0.0		
310.	*	0.2	0.2	0.3	0.0	0.0	0.4	0.7	1.2	1.0	0.9	
	0.9	0.9	1.3	1.2	1.4	1.2	0.3	0.0	0.0	0.0		
320.	*	0.2	0.2	0.2	0.0	0.0	0.4	0.5	0.9	0.8	0.7	
	0.8	0.8	1.0	1.1	1.2	0.9	0.1	0.0	0.0	0.0		
330.	*	0.2	0.2	0.2	0.0	0.0	0.5	0.4	0.6	0.4	0.4	
	0.5	0.6	0.7	0.7	1.0	0.6	0.0	0.1	0.0	0.0		
340.	*	0.1	0.1	0.0	0.0	0.0	0.5	0.3	0.5	0.3	0.3	
	0.3	0.5	0.5	0.6	0.7	0.3	0.0	0.1	0.1	0.0		
350.	*	0.1	0.0	0.0	0.0	0.0	0.6	0.3	0.5	0.2	0.1	
	0.2	0.3	0.4	0.7	0.5	0.1	0.0	0.2	0.1	0.0		
360.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.3	0.1	0.2	
	0.1	0.4	0.5	0.6	0.5	0.0	0.0	0.2	0.2	0.0		
-----*												
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MAX	*	1.2	1.1	1.4	1.4	1.6	1.2	1.5	1.5	1.0	0.9	
	0.9	0.9	1.3	1.2	1.4	2.7	1.9	1.4	1.4	1.6		
DEGR.	*	240	240	250	260	260	280	290	300	310	300	310
		300	310	310	310	260	250	230	220	220		

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

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0.	*	0.1	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.1	0.1	
10.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.2
		0.2	0.5	0.6	0.6	0.4	0.0	0.3	0.1	
20.	*	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.4	0.3
		0.2	0.3	0.6	0.7	0.4	0.0	0.4	0.2	
30.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.4
		0.2	0.2	0.7	0.9	0.5	0.0	0.1	0.5	
40.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.3
		0.3	0.3	0.6	0.9	0.6	0.0	0.1	0.6	
50.	*	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.7	0.3
		0.3	0.4	0.5	0.9	0.7	0.1	0.2	0.5	
60.	*	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.7	0.3
		0.3	0.4	0.7	0.7	0.7	0.0	0.2	0.4	
70.	*	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.9	0.2
		0.3	0.4	0.8	1.0	0.8	0.1	0.2	0.4	
80.	*	0.0	0.0	0.1	0.1	0.1	0.7	0.7	0.7	0.0
		0.1	0.3	0.9	0.7	0.7	0.3	0.3	0.4	
90.	*	0.0	0.1	0.5	0.4	0.4	0.4	0.4	0.5	0.0
		0.0	0.1	0.6	0.5	0.4	0.5	0.8	0.7	
100.	*	0.0	0.3	0.7	0.7	0.6	0.1	0.1	0.1	0.0
		0.0	0.0	0.2	0.1	0.1	0.7	0.9	1.0	
110.	*	0.2	0.3	0.8	0.7	0.6	0.0	0.0	0.0	0.0
		0.0	0.0	0.1	0.0	0.0	0.7	0.8	0.9	
120.	*	0.3	0.3	0.8	0.8	0.6	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	
130.	*	0.3	0.4	0.8	0.8	0.6	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.6	
140.	*	0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.5	
150.	*	0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.5	

160.	*	0.3	0.4	0.6	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.4	0.6	0.5	
170.	*	0.3	0.3	0.5	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.7	0.4	0.4	0.3	
180.	*	0.3	0.3	0.4	0.7	0.6	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.2	0.4	
190.	*	0.2	0.3	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.2	0.2	
200.	*	0.5	0.5	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.2	0.2	
210.	*	0.5	0.4	0.6	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.2	0.2	
220.	*	0.5	0.5	0.6	0.7	0.7	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.6	0.5	0.7	0.2	0.2	
230.	*	0.4	0.6	0.7	0.7	0.9	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.4	0.3	
240.	*	0.4	0.7	0.7	0.6	0.9	0.0	0.0	0.1	0.0	0.0
		0.0	0.0	0.1	0.1	0.1	0.8	0.7	0.8	0.3	0.3
250.	*	0.3	0.6	0.8	0.8	0.9	0.0	0.1	0.2	0.1	0.0
		0.0	0.1	0.1	0.1	0.1	0.8	0.8	0.7	0.3	0.1
260.	*	0.5	0.8	1.0	0.9	0.9	0.3	0.2	0.3	0.1	0.1
		0.1	0.1	0.3	0.4	0.5	1.1	1.1	0.7	0.5	0.4
270.	*	0.4	0.5	0.9	0.9	0.8	0.7	0.8	0.8	0.4	0.4
		0.4	0.4	0.8	0.8	0.9	0.8	0.8	0.7	0.3	0.3
280.	*	0.1	0.1	0.5	0.3	0.2	0.5	0.9	1.1	0.6	0.4
		0.4	0.6	1.1	1.1	1.1	0.2	0.2	0.2	0.0	0.0
290.	*	0.1	0.1	0.3	0.2	0.0	0.7	0.6	0.8	0.2	0.2
		0.3	0.2	0.8	0.7	0.7	0.0	0.0	0.0	0.0	
300.	*	0.1	0.1	0.4	0.2	0.1	0.7	0.6	0.6	0.2	0.2
		0.2	0.2	0.7	0.5	0.6	0.0	0.0	0.0	0.0	
310.	*	0.1	0.1	0.3	0.1	0.0	0.8	0.6	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
320.	*	0.2	0.2	0.4	0.1	0.0	0.7	0.7	0.5	0.2	0.2
		0.2	0.2	0.7	0.5	0.5	0.0	0.0	0.0	0.0	
330.	*	0.2	0.2	0.3	0.1	0.0	0.8	0.7	0.5	0.2	0.2
		0.2	0.3	0.7	0.6	0.5	0.0	0.0	0.0	0.0	
340.	*	0.1	0.2	0.2	0.0	0.0	0.5	0.7	0.6	0.2	0.2
		0.2	0.2	0.5	0.6	0.4	0.0	0.0	0.0	0.0	
350.	*	0.1	0.1	0.2	0.0	0.0	0.5	0.6	0.7	0.5	0.2
		0.2	0.2	0.5	0.7	0.5	0.0	0.0	0.0	0.0	
360.	*	0.1	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.4	0.2
		0.3	0.4	0.7	0.7	0.5	0.0	0.0	0.1	0.1	
-----*											
-----											
MAX	*	0.5	0.8	1.0	0.9	0.9	0.8	0.9	1.1	0.6	0.4
		0.4	0.6	1.1	1.1	1.1	1.1	1.0	0.9	0.6	
DEGR.	*	200	260	260	260	250	310	280	280	280	30
		280	280	280	280	260	260	100	130	140	270

THE HIGHEST CONCENTRATION OF 2.70 PPM OCCURRED AT RECEPTOR REC36.



# Particulate Matter 10 (PM<sub>10</sub>)

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM
U = 1.0 M/S        CLAS = 4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M     AMB = 0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)		(VEH)		
-----*								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	0.	100.0	1.0 10.0	****	27.5		
2.	Camb/Sud WB TT	*	3830.7	-71.0	3885.4	-109.1	*	
	67. 125. AG	0.	100.0	1.0 20.0	0.47	3.4		
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	0.	100.0	1.0 10.0	0.41	2.9		
4.	Somerset NB LTR	*	3737.5	-132.9	3727.0	-226.1	*	
	94. 186. AG	0.	100.0	1.0 10.0	0.73	4.8		
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3611.0	-23.8	*	
	86. 290. AG	1.	100.0	1.0 40.0	0.44	4.4		
6.	Camb/Char WB LTR	*	3395.5	67.5	3467.6	60.0	*	
	73. 96. AG	0.	100.0	1.0 20.0	0.45	3.7		
7.	Chardon SB L	*	3343.6	119.4	3389.0	254.6	*	
	143. 19. AG	0.	100.0	1.0 10.0	0.99	7.2		
8.	Chardon SB TR	*	3327.0	119.9	3346.4	176.2	*	
	59. 19. AG	0.	100.0	1.0 20.0	0.44	3.0		
9.	Camb/Char EB LTR	*	3271.8	24.5	3175.8	24.2	*	
	96. 270. AG	1.	100.0	1.0 30.0	0.60	4.9		
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3272.7	65.6	*	
	126. 88. AG	0.	100.0	1.0 20.0	0.65	6.4		
11.	Stanimford SB LR	*	3070.5	101.1	3065.4	182.8	*	
	82. 356. AG	0.	100.0	1.0 20.0	0.58	4.2		
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	0.	100.0	1.0 10.0	0.04	0.1		
13.	Camb/Stanimford EB L	*	3037.4	30.4	2874.9	25.2	*	
	163. 268. AG	0.	100.0	1.0 10.0	0.91	8.3		
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2935.1	11.1	*	
	106. 268. AG	0.	100.0	1.0 20.0	0.62	5.4		

15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	0.	100.0	1.0 20.0 0.42	2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	0.	100.0	1.0 20.0 0.61	6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	0.	100.0	1.0 20.0 0.35	2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	0.	100.0	1.0 10.0 0.59	3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	0.	100.0	1.0 30.0 0.48	4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1663.5	-17.2	*
	51. 268. AG	0.	100.0	1.0 30.0 0.32	2.6		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	1.	100.0	1.0 30.0 1.03	19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	0.	100.0	1.0 30.0 0.13	1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	0.	100.0	1.0 30.0 0.13	1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	0.	100.0	1.0 20.0 0.26	3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	0.	100.0	1.0 10.0 0.43	5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	0.	100.0	1.0 30.0 0.28	3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	1.	100.0	1.0 30.0 1.21	53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	0.	100.0	1.0 20.0 0.55	5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	1.	100.0	1.0 30.0 0.25	2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1175.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		690.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		210.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1575.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		850.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		990.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1650.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		905.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		930.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		900.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	0.0	1.0	60.0	

JOB: Red Line Blue Line

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1045.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1240.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		610.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		610.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		610.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		610.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1240.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		405.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		420.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		260.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		310.	0.0	1.0	40.0		
57. Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		570.	0.0	1.0	40.0		
58. Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		500.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		390.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1340.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1340.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		700.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		700.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.11	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	0.11	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.11	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	0.11	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	0.11	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	0.11	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	0.11	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	0.11	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	0.11	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	870
1600	0.11	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	0.11	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.11	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	305
1600	0.11	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	595
1600	0.11	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	0.11	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.11	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	0.11	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	0.11	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	150
1600	0.11	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	0.11	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1045
1600	0.11	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1240
1600	0.11	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	0.11	1	3		

24. Camb/Under Bridge L *	100	30	3.0	420
1600 0.11 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	310
1600 0.11 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	260
1600 0.11 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	500
1600 0.11 1 3				
28. Longfellow Inbound *	100	72	3.0	1340
1600 0.11 1 3				
29. David Mugar Way *	100	55	3.0	700
1600 0.11 1 3				
30. Camb/Strw SB *	100	62	3.0	390
1600 0.11 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*



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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
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0.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.
1.		2.	2.	3.	2.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	3.	2.	0.	0.	0.	0.	0.	
20.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	1.
2.		2.	2.	3.	2.	0.	0.	0.	0.	0.	
30.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	1.
2.		2.	2.	3.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.
2.		2.	2.	3.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
2.		2.	2.	4.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	4.	3.	0.	0.	1.	1.	0.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	3.	3.	0.	0.	1.	1.	0.	
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	3.	4.	0.	1.	1.	1.	1.	
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	3.	3.	3.	0.	1.	1.	1.	1.	
100.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
1.		2.	2.	2.	3.	1.	1.	1.	1.	1.	
110.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.
0.		1.	2.	2.	2.	2.	2.	2.	1.	1.	
120.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.
0.		1.	2.	1.	1.	3.	3.	2.	1.	1.	
130.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
0.		1.	1.	1.	0.	3.	3.	3.	1.	1.	
140.	*	0.	0.	2.	2.	1.	0.	0.	0.	0.	0.
0.		0.	1.	0.	0.	3.	3.	4.	2.	1.	
150.	*	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.
0.		0.	1.	0.	0.	3.	3.	3.	2.	1.	

160.	*	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	3.	2.	3.	2.	2.	
170.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	3.	2.	2.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	
200.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	
210.	*	1.	2.	2.	2.	2.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
220.	*	1.	2.	2.	3.	2.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
230.	*	2.	2.	2.	3.	2.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
240.	*	2.	2.	2.	3.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
250.	*	2.	3.	3.	3.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	2.	
260.	*	3.	3.	4.	4.	2.	0.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	4.	4.	4.	2.	2.	
270.	*	3.	4.	5.	5.	4.	1.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	4.	4.	4.	3.	2.	
280.	*	2.	2.	4.	5.	5.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	3.	3.	3.	3.	1.	1.	
290.	*	1.	2.	3.	3.	4.	2.	2.	2.	2.	1.
	1.	1.	3.	3.	3.	2.	2.	2.	0.	0.	
300.	*	1.	1.	2.	2.	3.	2.	2.	3.	2.	1.
	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
310.	*	1.	1.	1.	1.	2.	2.	2.	3.	2.	1.
	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	3.	4.	5.	5.	5.	2.	2.	3.	2.	2.
	2.	2.	4.	4.	4.	4.	4.	4.	3.	2.	
DEGR.	*	270	270	270	270	280	350	300	310	310	340
		60	310	60	80	270	270	270	270	260	40

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
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0.	*	0.	1.	1.	0.	0.	2.	2.	3.	2.	2.
	2.	3.	3.	4.	3.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	2.	2.	3.	2.	1.
	3.	3.	3.	4.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.
	3.	3.	4.	4.	2.	0.	0.	1.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	3.	4.	4.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	3.	4.	4.	4.	0.	0.	2.	1.	1.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	2.	3.	4.	4.	0.	1.	3.	2.	1.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	2.	3.	4.	5.	1.	1.	2.	2.	1.	
70.	*	0.	0.	0.	0.	0.	3.	2.	2.	2.	1.
	2.	2.	3.	4.	4.	1.	1.	2.	2.	1.	
80.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	4.	1.	2.	2.	2.	1.	
90.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	2.	3.	3.	3.	3.	3.	3.	2.	1.	
100.	*	0.	0.	1.	1.	1.	3.	3.	2.	1.	0.
	2.	2.	2.	2.	2.	4.	4.	4.	3.	1.	
110.	*	0.	0.	2.	2.	2.	2.	2.	2.	1.	0.
	1.	1.	2.	1.	1.	4.	4.	5.	4.	2.	
120.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	4.	4.	4.	5.	3.	
130.	*	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	1.	1.	1.	1.	1.	4.	4.	4.	5.	3.	
140.	*	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	1.	1.	2.	1.	0.	4.	4.	3.	4.	3.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	2.	2.	1.	0.	3.	4.	3.	4.	3.	

160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	2.	0.	0.	3.	4.	3.	4.	3.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	4.	3.	4.	3.	
180.	*	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.
	0.	1.	1.	0.	0.	2.	4.	3.	3.	3.	
190.	*	2.	2.	3.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	3.	3.	3.	3.	
200.	*	2.	2.	3.	3.	2.	0.	0.	2.	1.	1.
	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.	
210.	*	3.	3.	3.	3.	2.	0.	1.	2.	2.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.	
220.	*	3.	3.	3.	3.	2.	0.	1.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.	
230.	*	3.	4.	3.	3.	2.	0.	1.	1.	1.	1.
	0.	0.	0.	0.	0.	4.	3.	4.	2.	2.	
240.	*	3.	4.	4.	4.	3.	1.	1.	1.	1.	1.
	0.	0.	0.	0.	0.	4.	4.	4.	2.	2.	
250.	*	3.	4.	5.	4.	4.	1.	1.	2.	1.	1.
	0.	0.	0.	0.	0.	4.	4.	4.	2.	2.	
260.	*	3.	4.	5.	5.	5.	1.	2.	3.	2.	1.
	0.	0.	2.	2.	1.	5.	4.	4.	2.	2.	
270.	*	2.	3.	4.	4.	5.	3.	4.	5.	3.	2.
	1.	1.	4.	4.	3.	4.	3.	3.	2.	1.	
280.	*	1.	2.	3.	3.	3.	3.	4.	6.	3.	2.
	1.	2.	4.	4.	4.	2.	2.	2.	1.	0.	
290.	*	1.	2.	2.	2.	2.	3.	4.	5.	3.	2.
	1.	2.	4.	3.	4.	2.	1.	1.	0.	0.	
300.	*	1.	2.	2.	1.	1.	3.	3.	4.	3.	2.
	1.	2.	5.	3.	3.	2.	1.	1.	0.	0.	
310.	*	1.	1.	2.	1.	1.	3.	3.	4.	3.	3.
	1.	2.	5.	4.	3.	2.	1.	0.	0.	0.	
320.	*	1.	1.	2.	1.	1.	3.	3.	3.	3.	3.
	2.	2.	4.	4.	2.	2.	1.	0.	0.	0.	
330.	*	1.	1.	2.	1.	0.	3.	3.	3.	3.	3.
	2.	2.	4.	4.	3.	2.	0.	0.	0.	0.	
340.	*	1.	1.	2.	1.	0.	2.	3.	3.	2.	3.
	2.	2.	3.	4.	3.	1.	0.	0.	0.	0.	
350.	*	0.	1.	2.	0.	0.	2.	2.	3.	2.	2.
	2.	2.	3.	4.	3.	1.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	2.	2.	3.	2.	2.
	2.	3.	3.	4.	3.	0.	0.	0.	0.	0.	
-----*											
MAX	*	3.	4.	5.	5.	5.	3.	4.	6.	3.	3.
	3.	3.	5.	4.	5.	5.	4.	5.	5.	3.	
DEGR.	*	220	250	260	260	260	90	280	280	300	320
		30	300	30	60	260	260	110	130	180	20

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	2.
	1.	2.	3.	3.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	3.	4.	2.	2.	1.
	1.	2.	3.	4.	3.	0.	0.	2.	1.	1.	
20.	*	0.	0.	0.	0.	1.	4.	4.	2.	2.	2.
	1.	2.	3.	4.	3.	0.	0.	2.	1.	1.	
30.	*	0.	0.	0.	0.	2.	4.	4.	2.	2.	2.
	2.	2.	2.	4.	3.	0.	1.	2.	1.	1.	
40.	*	0.	0.	0.	0.	2.	4.	5.	3.	2.	2.
	2.	2.	3.	4.	4.	0.	1.	2.	1.	1.	
50.	*	0.	0.	0.	1.	2.	3.	4.	4.	2.	1.
	2.	2.	3.	4.	4.	0.	1.	2.	1.	1.	
60.	*	0.	0.	1.	1.	2.	3.	4.	4.	2.	1.
	1.	2.	3.	4.	4.	1.	1.	2.	2.	1.	
70.	*	0.	0.	1.	1.	2.	3.	4.	4.	2.	1.
	1.	2.	4.	4.	4.	1.	2.	2.	2.	1.	
80.	*	0.	1.	1.	2.	2.	3.	3.	4.	2.	1.
	1.	1.	4.	3.	4.	2.	2.	3.	2.	1.	
90.	*	0.	1.	3.	3.	3.	3.	3.	3.	1.	1.
	1.	1.	2.	2.	2.	3.	3.	4.	3.	2.	
100.	*	1.	2.	4.	4.	4.	2.	2.	2.	1.	1.
	1.	1.	2.	1.	1.	4.	4.	5.	4.	2.	
110.	*	1.	2.	4.	4.	4.	2.	1.	1.	1.	0.
	0.	0.	1.	1.	0.	4.	4.	5.	4.	3.	
120.	*	2.	2.	4.	4.	4.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	4.	4.	3.	
130.	*	2.	2.	4.	4.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	4.	3.	
140.	*	1.	2.	4.	4.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	4.	3.	
150.	*	2.	2.	3.	4.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	3.	3.	

160.	*	2.	2.	3.	4.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	3.	
170.	*	2.	2.	2.	4.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	
180.	*	2.	2.	2.	4.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	
190.	*	2.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	
200.	*	3.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	
210.	*	3.	3.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	
220.	*	2.	3.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.	
230.	*	2.	3.	4.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.	
240.	*	2.	3.	4.	4.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.	
250.	*	2.	3.	4.	4.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
260.	*	2.	3.	5.	4.	4.	2.	2.	1.	0.	0.
	0.	0.	1.	1.	1.	3.	3.	3.	2.	2.	
270.	*	2.	3.	4.	3.	3.	4.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	3.	3.	3.	1.	1.	
280.	*	1.	2.	2.	2.	2.	4.	4.	4.	2.	1.
	2.	2.	4.	3.	4.	1.	1.	1.	0.	0.	
290.	*	1.	1.	2.	1.	1.	4.	3.	4.	2.	1.
	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.	
300.	*	1.	1.	2.	1.	1.	4.	3.	3.	2.	1.
	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.	
310.	*	1.	1.	2.	1.	0.	5.	3.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	2.	1.	0.	4.	3.	2.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	2.	0.	0.	4.	4.	3.	2.	1.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	4.	4.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	3.	4.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	2.
	1.	2.	3.	3.	2.	0.	0.	1.	1.	0.	
-----*											
-----											
MAX	*	3.	3.	5.	4.	4.	5.	5.	4.	2.	2.
	2.	2.	4.	4.	4.	4.	4.	5.	4.	3.	
DEGR.	*	210	260	260	260	110	310	40	60	40	40
		40	70	30	60	100	100	100	120	130	

THE HIGHEST CONCENTRATION OF 6. ug/m\*\*3 OCCURRED AT RECEPTOR REC28.

JOB: Red Line Blue Line

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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S      CLAS =    4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
		*	X1	Y1		X2	Y2	*
(FT)	(DEG)		(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1. Camb/Sud WB L		*	3821.8	-85.9		4267.8	-391.8	*
541.	124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT		*	3830.7	-71.0		3885.4	-109.1	*
67.	125. AG	0.	100.0	1.0	20.0	0.47	3.4	
3. Camb/Sud WB R		*	3839.0	-56.2		3886.4	-89.4	*
58.	125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR		*	3737.5	-132.9		3727.0	-226.1	*
94.	186. AG	0.	100.0	1.0	10.0	0.73	4.8	
5. Camb/Sud EB LLTR		*	3691.8	-52.9		3611.0	-23.8	*
86.	290. AG	1.	100.0	1.0	40.0	0.44	4.4	
6. Camb/Char WB LTR		*	3395.5	67.5		3467.6	60.0	*
73.	96. AG	0.	100.0	1.0	20.0	0.45	3.7	
7. Chardon SB L		*	3343.6	119.4		3389.0	254.6	*
143.	19. AG	0.	100.0	1.0	10.0	0.99	7.2	
8. Chardon SB TR		*	3327.0	119.9		3346.4	176.2	*
59.	19. AG	0.	100.0	1.0	20.0	0.44	3.0	
9. Camb/Char EB LTR		*	3271.8	24.5		3175.8	24.2	*
96.	270. AG	1.	100.0	1.0	30.0	0.60	4.9	
10. Camb/StaniFord WB TR*		*	3146.7	62.1		3272.7	65.6	*
126.	88. AG	0.	100.0	1.0	20.0	0.65	6.4	
11. Staniford SB LR		*	3070.5	101.1		3065.4	182.8	*
82.	356. AG	0.	100.0	1.0	20.0	0.58	4.2	
12. Temple NB		*	3103.9	-3.4		3104.2	-5.8	*
2.	174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L		*	3037.4	30.4		2874.9	25.2	*
163.	268. AG	0.	100.0	1.0	10.0	0.91	8.3	
14. Camb/StaniFord EB TT*		*	3040.6	14.4		2935.1	11.1	*
106.	268. AG	0.	100.0	1.0	20.0	0.62	5.4	



15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	0.	100.0	1.0 20.0 0.42	2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	0.	100.0	1.0 20.0 0.61	6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	0.	100.0	1.0 20.0 0.35	2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	0.	100.0	1.0 10.0 0.59	3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	0.	100.0	1.0 30.0 0.48	4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1663.5	-17.2	*
	51. 268. AG	0.	100.0	1.0 30.0 0.32	2.6		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	1.	100.0	1.0 30.0 1.03	19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	0.	100.0	1.0 30.0 0.13	1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	0.	100.0	1.0 30.0 0.13	1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	0.	100.0	1.0 20.0 0.26	3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	0.	100.0	1.0 10.0 0.43	5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	0.	100.0	1.0 30.0 0.28	3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	1.	100.0	1.0 30.0 1.21	53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	0.	100.0	1.0 20.0 0.55	5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	1.	100.0	1.0 30.0 0.25	2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1175.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		690.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		210.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1575.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		850.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		990.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1650.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		905.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		930.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		900.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	0.0	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1045.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1240.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		610.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		610.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		610.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		610.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1240.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		405.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		420.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		260.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		310.	0.0	1.0	40.0		
57. Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		570.	0.0	1.0	40.0		
58. Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		500.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		390.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1340.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1340.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		700.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		700.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.11	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	0.11	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.11	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	0.11	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	0.11	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	0.11	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	0.11	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	0.11	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	0.11	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	870
1600	0.11	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	0.11	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.11	1	3		
13. Camb/Staniford EB L *		100	74	3.0	305
1600	0.11	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	595
1600	0.11	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	0.11	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.11	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	0.11	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	0.11	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	150
1600	0.11	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	0.11	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1045
1600	0.11	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1240
1600	0.11	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	0.11	1	3		

24. Camb/Under Bridge L *	100	30	3.0	420
1600 0.11	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	310
1600 0.11	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	260
1600 0.11	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	500
1600 0.11	1	3		
28. Longfellow Inbound *	100	72	3.0	1340
1600 0.11	1	3		
29. David Mugar Way *	100	55	3.0	700
1600 0.11	1	3		
30. Camb/Strw SB *	100	62	3.0	390
1600 0.11	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	3.	3.	4.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	4.	3.	4.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	4.	4.	4.	2.	1.
	1.	2.	3.	4.	3.	0.	0.	0.	0.	0.	
80.	*	0.	0.	1.	1.	1.	4.	4.	4.	1.	1.
	1.	1.	3.	3.	3.	1.	2.	2.	1.	0.	
90.	*	1.	1.	2.	2.	3.	2.	2.	2.	1.	0.
	0.	1.	2.	2.	2.	3.	3.	3.	1.	1.	
100.	*	1.	2.	3.	3.	4.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	4.	4.	4.	2.	2.	
110.	*	1.	1.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	4.	2.	1.	
120.	*	1.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	
130.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	3.	3.	2.	2.	1.	
140.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	3.	3.	2.	2.	2.	
150.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	3.	3.	2.	2.	2.	



160.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	3.	3.	1.	1.	1.	
170.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	3.	3.	2.	1.	1.	
180.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	3.	3.	2.	1.	1.	
190.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	3.	3.	2.	1.	1.	
200.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	3.	3.	3.	2.	1.	
210.	*	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	3.	3.	3.	2.	1.	
220.	*	2.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	4.	4.	4.	2.	2.	
230.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	4.	4.	4.	2.	2.	
240.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	1.	1.	2.	5.	4.	4.	3.	2.	
250.	*	3.	3.	4.	4.	4.	1.	1.	1.	0.	0.
	0.	0.	2.	2.	3.	5.	5.	5.	3.	2.	
260.	*	3.	3.	5.	4.	4.	2.	3.	3.	1.	1.
	0.	1.	3.	3.	5.	6.	6.	5.	3.	3.	
270.	*	2.	2.	4.	3.	3.	4.	5.	5.	3.	2.
	2.	3.	5.	5.	7.	5.	5.	4.	2.	2.	
280.	*	1.	1.	2.	2.	2.	5.	5.	5.	4.	3.
	2.	4.	6.	6.	8.	3.	3.	2.	1.	1.	
290.	*	0.	0.	1.	0.	0.	4.	4.	4.	3.	3.
	3.	4.	5.	6.	8.	1.	1.	1.	0.	0.	
300.	*	0.	0.	0.	0.	0.	4.	3.	3.	3.	2.
	3.	3.	4.	4.	6.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.
	2.	2.	3.	3.	4.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	1.
	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	

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MAX	*	3.	3.	5.	4.	4.	5.	5.	5.	4.	3.
	3.	4.	6.	6.	8.	6.	6.	5.	3.	3.	
DEGR.	*	250	250	260	250	260	280	280	280	280	290
		280	280	280	280	260	260	260	260	260	290

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
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0.	*	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.
	2.	2.	3.	3.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	2.	2.	2.	3.	3.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	0.	4.	3.	3.	2.	1.
	2.	2.	2.	2.	3.	0.	1.	2.	1.	0.	
40.	*	0.	0.	0.	0.	0.	4.	3.	3.	2.	1.
	2.	2.	2.	2.	3.	0.	1.	2.	1.	0.	
50.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	2.	2.	2.	2.	2.	0.	1.	2.	1.	0.	
60.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	2.	2.	3.	2.	2.	1.	1.	3.	1.	1.	
70.	*	0.	0.	0.	0.	1.	4.	3.	3.	1.	1.
	2.	2.	4.	3.	2.	1.	2.	2.	1.	1.	
80.	*	0.	0.	0.	1.	2.	3.	2.	2.	1.	1.
	1.	2.	3.	2.	2.	1.	2.	2.	1.	1.	
90.	*	0.	1.	1.	2.	3.	2.	1.	1.	1.	0.
	1.	1.	2.	2.	1.	2.	3.	4.	2.	2.	
100.	*	1.	1.	2.	2.	4.	1.	0.	0.	0.	0.
	0.	0.	1.	1.	0.	3.	3.	5.	3.	2.	
110.	*	1.	1.	2.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	4.	3.	3.	
120.	*	1.	2.	4.	4.	4.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	4.	2.	4.	4.	3.	
130.	*	1.	2.	4.	4.	5.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	4.	3.	3.	3.	3.	
140.	*	2.	2.	4.	5.	5.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	4.	3.	2.	2.	2.	
150.	*	2.	2.	4.	5.	5.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	4.	3.	2.	2.	2.	

160.	*	2.	2.	3.	4.	5.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	3.	3.	3.	2.	2.	
170.	*	2.	2.	3.	4.	5.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
180.	*	2.	2.	3.	4.	5.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	5.	3.	2.	2.	2.	
190.	*	3.	3.	3.	4.	4.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	8.	4.	2.	2.	3.	
200.	*	3.	3.	3.	4.	5.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	11.	4.	3.	4.	6.	
210.	*	3.	3.	4.	4.	4.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	12.	6.	4.	5.	7.	
220.	*	4.	4.	4.	4.	4.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	13.	8.	6.	7.	7.	
230.	*	5.	5.	5.	5.	4.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	13.	9.	7.	7.	6.	
240.	*	6.	6.	6.	6.	5.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	1.	13.	9.	7.	7.	5.	
250.	*	5.	6.	7.	7.	6.	2.	2.	1.	1.	0.
	0.	0.	1.	1.	2.	13.	9.	7.	6.	3.	
260.	*	4.	5.	7.	8.	8.	4.	3.	2.	1.	1.
	0.	0.	2.	2.	4.	13.	9.	6.	5.	2.	
270.	*	3.	4.	6.	7.	8.	6.	5.	3.	2.	1.
	0.	2.	3.	4.	5.	12.	8.	5.	3.	1.	
280.	*	2.	2.	4.	5.	6.	7.	7.	5.	3.	2.
	1.	3.	4.	4.	5.	11.	7.	3.	1.	0.	
290.	*	1.	2.	2.	3.	4.	6.	7.	7.	4.	3.
	3.	4.	5.	5.	6.	10.	5.	2.	0.	0.	
300.	*	1.	1.	2.	2.	2.	4.	6.	7.	5.	4.
	4.	5.	6.	6.	7.	8.	3.	0.	0.	0.	
310.	*	1.	1.	2.	1.	1.	3.	4.	6.	5.	5.
	4.	5.	6.	6.	7.	7.	2.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	3.	4.	4.	4.
	4.	4.	4.	5.	6.	5.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	3.	3.	4.	3.	3.
	2.	3.	3.	3.	4.	3.	0.	0.	0.	0.	
340.	*	1.	1.	0.	0.	0.	3.	3.	3.	2.	2.
	2.	2.	3.	3.	3.	2.	0.	1.	0.	0.	
350.	*	1.	0.	0.	0.	0.	3.	3.	3.	2.	2.
	2.	2.	3.	3.	2.	0.	0.	1.	1.	0.	
360.	*	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.
	2.	2.	3.	3.	2.	0.	0.	1.	1.	0.	
-----*											
MAX	*	6.	6.	7.	8.	8.	7.	7.	7.	5.	5.
	4.	5.	6.	6.	7.	13.	9.	7.	7.	7.	
DEGR.	*	240	250	250	260	260	280	290	300	300	310
		300	300	300	310	220	240	240	230	220	310

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	1.	1.	1.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	3.	3.	2.	0.	0.	1.	1.	1.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	3.	4.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	3.	4.	3.	0.	0.	2.	1.	1.	
50.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.
	1.	2.	3.	4.	3.	0.	0.	2.	1.	1.	
60.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	1.	2.	3.	4.	4.	0.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
	1.	2.	4.	4.	4.	0.	1.	2.	1.	1.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.
	1.	2.	4.	3.	4.	2.	2.	3.	1.	1.	
90.	*	1.	1.	3.	3.	3.	2.	2.	2.	1.	0.
	1.	1.	2.	2.	2.	3.	3.	4.	2.	1.	
100.	*	1.	2.	4.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	2.	1.	1.	4.	4.	4.	2.	2.	
110.	*	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	4.	4.	3.	2.	
120.	*	1.	1.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	4.	3.	2.	
130.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	3.	2.	
140.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	3.	2.	
150.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	3.	2.	

160.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.	
170.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.	
180.	*	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.	
190.	*	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
200.	*	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
210.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.	
220.	*	2.	3.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.	
230.	*	2.	3.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.	
240.	*	2.	3.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.	
250.	*	2.	3.	5.	4.	4.	0.	0.	1.	0.	0.
	0.	0.	0.	1.	0.	4.	4.	4.	2.	2.	
260.	*	3.	4.	5.	5.	4.	2.	2.	2.	1.	0.
	0.	1.	2.	2.	2.	5.	5.	4.	2.	2.	
270.	*	2.	2.	5.	4.	4.	4.	4.	4.	2.	1.
	2.	2.	4.	4.	4.	4.	4.	4.	2.	1.	
280.	*	1.	1.	2.	2.	2.	4.	4.	5.	3.	2.
	2.	3.	5.	5.	5.	2.	2.	2.	0.	0.	
290.	*	1.	1.	1.	1.	1.	4.	4.	4.	2.	2.
	2.	2.	4.	4.	4.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	1.	0.	3.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	0.	0.	3.	3.	3.	2.	1.
	1.	1.	3.	3.	3.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	3.	3.	3.	2.	1.
	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	3.	3.	3.	2.	1.
	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	3.	3.	2.	1.
	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
350.	*	1.	1.	1.	0.	0.	2.	3.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
	1.	2.	3.	3.	2.	0.	0.	1.	0.	0.	
-----*											
MAX	*	3.	4.	5.	5.	4.	4.	4.	5.	3.	2.
	2.	3.	5.	5.	5.	5.	5.	4.	3.	2.	
DEGR.	*	260	260	260	260	260	280	280	280	280	280
		280	280	280	280	260	260	260	130	160	

THE HIGHEST CONCENTRATION OF 13. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2018  
No Build Condition

DATE : 12/29/ 9  
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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	0.	100.0	1.0	40.0	0.51	5.0	
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	0.	100.0	1.0	30.0	0.72	6.0	
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	0.	100.0	1.0	10.0	1.12	32.3	
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	0.	100.0	1.0	20.0	0.77	7.0	

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	



JOB: Red Line Blue Line

RUN: 2018

No Build Condition

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	*	X1	Y1		X2	Y2	*
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1140.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1330.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		650.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		650.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		1000.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		1000.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1330.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		420.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		460.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		315.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		370.	0.0	1.0	40.0		
57. Camb/Strw WB Off	*	1042.6		162.1	967.6	303.9	*
160. 332. AG		685.	0.0	1.0	40.0		
58. Camb/Strw WB Off	*	1101.3		86.9	1218.3	93.3	*
117. 87. AG		560.	0.0	1.0	40.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		450.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1395.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1395.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		760.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		760.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600	0.07	1	3	
25. Camb/Strw WB Off T *	120	70	3.0	370
1600	0.07	1	3	
26. Camb/Strw WB Off R *	120	70	3.0	315
1600	0.07	1	3	
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600	0.07	1	3	
28. Longfellow Inbound *	100	72	3.0	1395
1600	0.07	1	3	
29. David Mugar Way *	100	55	3.0	760
1600	0.07	1	3	
30. Camb/Strw SB *	100	62	3.0	450
1600	0.07	1	3	

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	3.	2.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	1.	1.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	2.	2.	2.	3.	0.	0.	1.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.
	1.	1.	2.	2.	3.	0.	0.	1.	1.	1.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	1.	1.	1.	
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	
120.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	2.	1.	1.	2.	2.	2.	1.	1.	
130.	*	0.	0.	1.	1.	1.	0.	1.	1.	0.	0.
	0.	1.	1.	1.	0.	2.	2.	2.	1.	1.	
140.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	3.	1.	1.	
150.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	

160.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	2.	1.	
170.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	
180.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
190.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
200.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.	
210.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
220.	*	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
230.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
240.	*	1.	2.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	3.	2.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	1.	
270.	*	2.	3.	4.	4.	3.	1.	1.	2.	1.	1.
	0.	1.	1.	2.	2.	4.	3.	3.	2.	1.	
280.	*	1.	2.	3.	4.	3.	1.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
290.	*	1.	1.	2.	2.	3.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
300.	*	1.	1.	1.	2.	2.	1.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	1.	1.	1.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	2.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	

-----*											
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MAX	*	2.	3.	4.	4.	3.	2.	2.	2.	2.	2.
	2.	2.	3.	3.	3.	4.	3.	3.	2.	2.	
DEGR.	*	270	270	270	280	280	350	310	320	320	330
		40	310	50	70	270	270	270	270	200	40

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

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0.	*	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	1.	2.	2.	1.	1.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	3.	3.	2.	0.	0.	1.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	3.	3.	2.	0.	0.	1.	1.	1.	
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	3.	3.	3.	0.	0.	2.	1.	1.	
50.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	3.	4.	1.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	2.	1.	
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	2.	1.	
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	2.	2.	2.	2.	1.	
100.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	0.
	1.	1.	2.	1.	1.	3.	3.	3.	2.	1.	
110.	*	0.	0.	2.	2.	2.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	3.	3.	4.	3.	1.	
120.	*	0.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	0.	3.	3.	3.	3.	2.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	2.	3.	2.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	3.	2.	3.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	3.	2.	



160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	3.	2.	2.	2.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	3.	2.	2.	2.	
180.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	
190.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
200.	*	1.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
210.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
230.	*	2.	3.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
240.	*	2.	3.	3.	3.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
250.	*	2.	3.	4.	3.	3.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	4.	3.	3.	2.	1.	
260.	*	2.	3.	4.	4.	4.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	4.	3.	3.	2.	1.	
270.	*	2.	2.	4.	4.	4.	2.	2.	4.	2.	2.
	1.	1.	3.	2.	3.	3.	3.	2.	1.	1.	
280.	*	1.	1.	2.	2.	2.	2.	3.	4.	2.	2.
	1.	2.	3.	3.	3.	2.	1.	1.	0.	0.	
290.	*	1.	1.	2.	1.	1.	2.	3.	3.	2.	2.
	1.	1.	4.	3.	3.	1.	1.	0.	0.	0.	
300.	*	1.	1.	2.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	4.	3.	2.	1.	1.	0.	0.	0.	
310.	*	1.	1.	2.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	1.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
330.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
340.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
350.	*	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	1.	1.	2.	3.	2.	1.	0.	0.	0.	0.	
360.	*	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	3.	4.	4.	4.	2.	3.	4.	2.	2.
	2.	2.	4.	3.	4.	4.	3.	4.	3.	2.	
DEGR.	*	240	250	260	260	260	280	280	270	280	310
		20	290	280	60	260	260	110	120	180	20

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

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0.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	1.	3.	3.	2.	2.	1.
	1.	1.	2.	3.	2.	0.	0.	2.	1.	1.	
30.	*	0.	0.	0.	0.	1.	3.	3.	2.	2.	1.
	1.	1.	2.	3.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	2.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
50.	*	0.	0.	0.	1.	2.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	1.	1.	2.	2.	3.	3.	1.	1.
	1.	1.	3.	3.	4.	1.	1.	2.	1.	1.	
70.	*	0.	0.	1.	1.	2.	2.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	1.	1.	2.	2.	1.	
80.	*	0.	0.	1.	1.	2.	2.	2.	3.	1.	1.
	1.	1.	3.	2.	2.	1.	2.	2.	2.	1.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	1.	2.	2.	3.	2.	1.	
100.	*	1.	1.	3.	3.	3.	2.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	3.	3.	4.	3.	2.	
110.	*	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	4.	3.	2.	
120.	*	2.	2.	3.	3.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
130.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
140.	*	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
150.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
180.	*	2.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	4.	3.	3.	1.	2.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.	
270.	*	1.	2.	3.	3.	2.	3.	3.	3.	1.	1.
	1.	1.	3.	2.	2.	2.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	4.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	0.	3.	2.	3.	1.	1.
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	1.	0.	4.	2.	2.	1.	1.
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	4.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	2.	3.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	4.	3.	3.	4.	3.	3.	2.	1.
	1.	2.	3.	3.	4.	3.	3.	4.	3.	2.	
DEGR.	*	210	250	260	260	110	280	40	60	40	30
		50	280	20	60	110	100	100	120	140	10

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC23.

JOB: Red Line Blue Line RUN: 2018  
No Build Condition

DATE : 12/29/ 9  
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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	0.	100.0	1.0	40.0	0.51	5.0	
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	0.	100.0	1.0	30.0	0.72	6.0	
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	0.	100.0	1.0	10.0	1.12	32.3	
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	0.	100.0	1.0	20.0	0.77	7.0	

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)						*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT) (DEG)		X1	Y1		X2	Y2		
		(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319. 179. AG		80.	0.0	1.0	50.0			
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328. 89. AG		1140.	0.0	1.0	59.0			
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321. 89. AG		1330.	0.0	1.0	49.0			
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140. 334. AG		650.	0.0	1.0	51.0			
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131. 1. AG		650.	0.0	1.0	40.0			
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143. 334. AG		1000.	0.0	1.0	40.0			
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144. 360. AG		1000.	0.0	1.0	40.0			
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189. 120. AG		1330.	0.0	1.0	51.0			
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165. 189. AG		420.	0.0	1.0	51.0			
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157. 184. AG		460.	0.0	1.0	51.0			
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80. 29. AG		315.	0.0	1.0	29.0			
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111. 321. AG		370.	0.0	1.0	40.0			
57. Camb/Strw WB Off	*	1042.6		162.1	967.6	303.9	*	
160. 332. AG		685.	0.0	1.0	40.0			
58. Camb/Strw WB Off	*	1101.3		86.9	1218.3	93.3	*	
117. 87. AG		560.	0.0	1.0	40.0			
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154. 343. AG		450.	0.0	1.0	51.0			
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218. 284. AG		1395.	0.0	1.0	45.0			
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318. 276. AG		1395.	0.0	1.0	36.0			
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176. 296. AG		760.	0.0	1.0	38.0			
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77. 259. AG		760.	0.0	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0 1.0	30.0	



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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600	0.07	1	3	
25. Camb/Strw WB Off T *	120	70	3.0	370
1600	0.07	1	3	
26. Camb/Strw WB Off R *	120	70	3.0	315
1600	0.07	1	3	
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600	0.07	1	3	
28. Longfellow Inbound *	100	72	3.0	1395
1600	0.07	1	3	
29. David Mugar Way *	100	55	3.0	760
1600	0.07	1	3	
30. Camb/Strw SB *	100	62	3.0	450
1600	0.07	1	3	

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

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No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
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0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	1.	3.	3.	3.	0.	0.	0.	0.	0.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.
	2.	1.	2.	2.	3.	1.	1.	1.	0.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	0.	0.
	2.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	1.	1.	2.	2.	3.	1.	1.	1.	0.	0.
	2.	0.	1.	1.	1.	3.	3.	3.	1.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	2.	0.	0.	0.	1.	3.	2.	3.	2.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	1.	0.	0.	0.	1.	2.	2.	2.	2.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	1.	1.	0.	0.	2.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	2.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	2.
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.	

160.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.
	0.	1.	1.	1.	2.	2.	2.	2.	1.	1.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	1.	1.	2.	2.	2.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.	
200.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.	
210.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.	
220.	*	1.	2.	2.	3.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	3.	2.	2.	1.	1.	
230.	*	1.	2.	2.	2.	3.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	2.	3.	3.	3.	1.	1.	
240.	*	1.	2.	2.	3.	3.	0.	0.	0.	1.	2.
	0.	1.	1.	1.	2.	3.	3.	3.	2.	1.	
250.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	2.
	0.	1.	1.	1.	2.	4.	4.	4.	2.	2.	
260.	*	2.	2.	3.	3.	3.	2.	2.	2.	1.	2.
	0.	2.	2.	3.	4.	4.	4.	4.	2.	2.	
270.	*	1.	2.	3.	3.	3.	3.	3.	4.	2.	3.
	1.	3.	3.	4.	5.	3.	3.	3.	2.	1.	
280.	*	0.	1.	1.	1.	1.	4.	4.	4.	3.	4.
	2.	3.	4.	4.	6.	2.	2.	2.	1.	0.	
290.	*	0.	0.	0.	0.	0.	3.	3.	3.	3.	4.
	2.	3.	3.	4.	5.	1.	1.	1.	0.	0.	
300.	*	0.	0.	0.	0.	0.	3.	2.	2.	2.	3.
	2.	2.	3.	3.	4.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	3.	2.	2.	1.	2.
	3.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	3.	3.	3.	4.	4.	4.	3.	4.
	3.	3.	4.	4.	6.	4.	4.	4.	2.	2.	
DEGR.	*	250	260	260	260	250	280	280	280	280	290
		280	280	280	280	260	260	260	260	260	320

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	2.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	1.	2.	2.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
2.		1.	1.	2.	2.	0.	1.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
2.		2.	2.	2.	2.	0.	1.	2.	1.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	1.	2.	0.	1.	2.	1.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	2.	2.	2.	1.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
1.		2.	3.	2.	2.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	1.	1.	2.	2.	1.	1.	1.
1.		1.	2.	2.	2.	1.	1.	2.	1.	1.	
90.	*	0.	0.	1.	1.	2.	2.	1.	1.	0.	0.
1.		1.	2.	1.	1.	2.	2.	3.	2.	1.	
100.	*	0.	1.	1.	2.	3.	1.	0.	0.	0.	0.
0.		1.	1.	0.	0.	2.	2.	4.	2.	2.	
110.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
0.		0.	1.	0.	0.	2.	2.	4.	3.	2.	
120.	*	1.	1.	3.	3.	3.	0.	0.	0.	0.	0.
0.		0.	0.	0.	0.	3.	1.	3.	3.	2.	
130.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
0.		0.	0.	0.	0.	3.	2.	2.	2.	2.	
140.	*	1.	2.	3.	4.	4.	0.	0.	0.	0.	0.
0.		1.	1.	0.	0.	3.	2.	2.	2.	2.	
150.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
0.		1.	1.	0.	0.	3.	2.	2.	2.	2.	

160.	*	1.	2.	2.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	
180.	*	2.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	2.	1.	1.	
190.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	5.	3.	2.	2.	2.	
200.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	7.	3.	2.	3.	4.	
210.	*	2.	3.	2.	3.	3.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	9.	4.	3.	4.	5.	
220.	*	3.	3.	3.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	4.	5.	5.	
230.	*	4.	4.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	5.	5.	4.	
240.	*	4.	4.	4.	4.	4.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	9.	6.	5.	5.	3.	
250.	*	4.	4.	5.	5.	5.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	9.	6.	4.	4.	2.	
260.	*	3.	4.	5.	5.	6.	3.	2.	2.	1.	1.
	0.	0.	1.	2.	2.	9.	6.	4.	3.	1.	
270.	*	2.	3.	4.	5.	6.	4.	4.	2.	2.	1.
	0.	1.	2.	2.	3.	8.	6.	4.	2.	0.	
280.	*	2.	2.	3.	4.	4.	5.	5.	4.	2.	2.
	1.	2.	3.	3.	4.	8.	5.	2.	1.	0.	
290.	*	1.	1.	2.	2.	3.	4.	5.	5.	3.	2.
	2.	3.	4.	4.	4.	7.	4.	1.	0.	0.	
300.	*	1.	1.	1.	1.	2.	3.	4.	5.	4.	3.
	3.	3.	4.	4.	5.	6.	2.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	3.	4.	3.	3.
	3.	3.	4.	4.	5.	5.	1.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	2.	3.	2.	2.
	2.	3.	3.	3.	4.	3.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	2.	3.	3.	2.	0.	0.	0.	0.	
340.	*	1.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	2.	2.	0.	0.	1.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
-----*											
-----											
MAX	*	4.	4.	5.	5.	6.	5.	5.	5.	4.	3.
	3.	3.	4.	4.	5.	9.	6.	5.	5.	5.	
DEGR.	*	240	250	260	260	270	280	290	300	300	310
		310	300	300	310	220	240	240	230	220	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*										
-----										
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		1.	2.	2.	2.	0.	0.	1.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		2.	3.	2.	2.	0.	0.	1.	1.	0.
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		2.	2.	3.	2.	0.	0.	1.	1.	1.
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		1.	2.	3.	2.	0.	0.	1.	1.	1.
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		1.	2.	3.	2.	0.	0.	1.	1.	1.
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		1.	2.	3.	3.	0.	0.	1.	1.	1.
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
1.		1.	2.	3.	3.	0.	0.	1.	1.	1.
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.
1.		1.	3.	3.	3.	0.	1.	1.	1.	1.
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.
1.		1.	3.	3.	3.	1.	2.	2.	1.	1.
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.
0.		1.	2.	2.	2.	2.	3.	3.	2.	1.
100.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.
0.		0.	1.	1.	1.	3.	3.	4.	2.	1.
110.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.
0.		0.	0.	0.	0.	3.	3.	3.	2.	2.
120.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.
0.		0.	0.	0.	0.	2.	2.	3.	3.	2.
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
0.		0.	0.	0.	0.	2.	2.	2.	2.	2.
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
0.		0.	0.	0.	0.	2.	2.	2.	2.	2.
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
0.		0.	0.	0.	0.	2.	2.	2.	2.	2.



160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.	
240.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
250.	*	2.	2.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	2.	
260.	*	2.	3.	4.	3.	3.	1.	2.	2.	0.	0.
	0.	0.	2.	2.	2.	4.	3.	3.	2.	1.	
270.	*	1.	2.	3.	2.	3.	2.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	3.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	4.	2.	2.
	2.	2.	4.	3.	4.	1.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	0.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	2.	3.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	2.	2.	3.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
-----*											
-----											
MAX	*	2.	3.	4.	3.	3.	3.	3.	4.	2.	2.
	2.	2.	4.	3.	4.	3.	3.	4.	3.	2.	
DEGR.	*	250	260	260	260	250	280	280	280	280	280
		280	280	280	280	260	260	100	120	150	

THE HIGHEST CONCENTRATION OF 9. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line

RUN: 2018

Build Condition

DATE : 12/31/ 9

TIME : 8: 0: 8

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM
U = 1.0 M/S        CLAS = 4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M     AMB = 0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	0.	100.0	1.0 10.0	**** 27.5			
2.	Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
	68. 125. AG	0.	100.0	1.0 20.0	0.48 3.4			
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	0.	100.0	1.0 10.0	0.41 2.9			
4.	Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
	101. 186. AG	0.	100.0	1.0 10.0	0.76 5.1			
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
	92. 290. AG	0.	100.0	1.0 40.0	0.48 4.7			
6.	Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
	75. 96. AG	0.	100.0	1.0 20.0	0.47 3.8			
7.	Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
	508. 19. AG	0.	100.0	1.0 10.0	1.19 25.8			
8.	Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
	71. 19. AG	0.	100.0	1.0 20.0	0.52 3.6			
9.	Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
	112. 270. AG	0.	100.0	1.0 30.0	0.70 5.7			
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
	130. 88. AG	0.	100.0	1.0 20.0	0.67 6.6			
11.	Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
	88. 356. AG	0.	100.0	1.0 20.0	0.62 4.5			
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	0.	100.0	1.0 10.0	0.04 0.1			
13.	Camb/Stanimford EB L	*	3037.4	30.4	2297.3	6.5	*	
	740. 268. AG	0.	100.0	1.0 10.0	1.15 37.6			
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2914.2	10.4	*	
	126. 268. AG	0.	100.0	1.0 20.0	0.73 6.4			

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2018

## Build Condition

DATE : 12/31/ 9

TIME : 8: 0: 8

## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.07	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/Staniford EB L *		100	74	3.0	385
1600	0.07	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	705
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600	0.07	1	3	
25. Camb/Strw WB Off T *	120	70	3.0	365
1600	0.07	1	3	
26. Camb/Strw WB Off R *	120	70	3.0	305
1600	0.07	1	3	
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600	0.07	1	3	
28. Longfellow Inbound *	100	72	3.0	1385
1600	0.07	1	3	
29. David Mugar Way *	100	55	3.0	750
1600	0.07	1	3	
30. Camb/Strw SB *	100	62	3.0	445
1600	0.07	1	3	

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*



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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	1.	1.	0.	
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	2.	1.	1.	1.	1.	1.	0.	0.	
120.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	1.	1.	1.	0.	2.	2.	2.	1.	0.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.	
150.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	

160.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	
170.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
180.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
190.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
210.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
220.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
230.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	3.	2.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	1.	
270.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	2.	3.	3.	3.	2.	1.	
280.	*	1.	2.	3.	3.	3.	1.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.	
290.	*	1.	1.	2.	2.	3.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
300.	*	1.	1.	1.	1.	2.	1.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.	
310.	*	0.	1.	1.	1.	1.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	3.	3.	3.	2.	2.	2.	2.	2.
	1.	2.	3.	2.	2.	3.	3.	3.	2.	1.	
DEGR.	*	260	270	270	270	280	350	310	320	320	330
		60	310	60	70	270	270	270	270	190	40

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	1.	0.	0.	1.	2.	2.	1.	1.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	2.	3.	2.	0.	0.	1.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	2.	3.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	3.	3.	0.	0.	1.	1.	1.	
50.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	1.
	1.	2.	2.	2.	3.	0.	1.	1.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	3.	1.	1.	1.	1.	1.	
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	3.	1.	1.	1.	1.	1.	
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	0.
	1.	1.	2.	1.	1.	3.	2.	3.	2.	1.	
110.	*	0.	0.	2.	2.	1.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	3.	3.	3.	2.	1.	
120.	*	0.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	3.	3.	2.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	2.	3.	2.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	3.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	3.	2.	2.	2.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	3.	2.	2.	2.	
180.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
190.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
200.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
210.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
220.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
230.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
240.	*	2.	2.	3.	3.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
250.	*	2.	3.	3.	3.	3.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
260.	*	2.	2.	4.	4.	4.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	4.	3.	3.	2.	1.	
270.	*	1.	2.	3.	3.	3.	2.	2.	4.	2.	2.
	1.	1.	3.	3.	3.	3.	3.	2.	1.	1.	
280.	*	1.	1.	2.	2.	2.	2.	3.	4.	2.	2.
	1.	2.	3.	3.	3.	2.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	4.	3.	3.	1.	1.	0.	0.	0.	
300.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	3.	2.	1.	1.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
330.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	1.	1.	2.	3.	2.	1.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	3.	4.	4.	4.	2.	3.	4.	2.	2.
	2.	2.	4.	3.	3.	4.	3.	3.	3.	2.	
DEGR.	*	240	250	260	260	260	90	280	270	280	310
		330	290	280	60	260	260	260	120	170	10

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.
	1.	1.	2.	3.	2.	0.	0.	2.	1.	1.	
30.	*	0.	0.	0.	0.	1.	2.	3.	2.	2.	1.
	1.	1.	2.	3.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	1.	2.	3.	3.	2.	1.
	1.	1.	2.	3.	3.	0.	1.	2.	1.	1.	
50.	*	0.	0.	0.	1.	2.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	0.	1.	1.	2.	3.	3.	1.	1.
	1.	1.	3.	3.	4.	0.	1.	2.	1.	1.	
70.	*	0.	0.	1.	1.	1.	2.	2.	3.	1.	1.
	1.	1.	2.	3.	3.	1.	1.	2.	2.	1.	
80.	*	0.	0.	1.	1.	1.	2.	2.	3.	1.	1.
	1.	1.	2.	2.	2.	1.	2.	2.	2.	1.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	1.	2.	2.	3.	2.	1.	
100.	*	1.	1.	3.	2.	2.	2.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	3.	3.	4.	3.	1.	
110.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	4.	3.	2.	
120.	*	1.	2.	3.	2.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
130.	*	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
140.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
150.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	3.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
180.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	3.	4.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.	
270.	*	1.	2.	3.	3.	2.	3.	3.	3.	1.	1.
	1.	1.	3.	2.	2.	2.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	1.	1.
	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	0.	3.	2.	3.	1.	1.
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	1.	0.	4.	2.	2.	1.	1.
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	4.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	2.	3.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
-----*											
-----											
MAX	*	2.	3.	4.	3.	3.	4.	3.	3.	2.	1.
	1.	2.	3.	3.	4.	3.	3.	4.	3.	2.	
DEGR.	*	210	260	260	260	260	300	40	280	40	30
		50	280	20	60	100	100	100	120	140	10

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC24.

JOB: Red Line Blue Line

RUN: 2018

Build Condition

DATE : 12/29/ 9

TIME : 9:20:52

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM
U = 1.0 M/S        CLAS = 4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M     AMB = 0.0 ug/m**3
  
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LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)		(VEH)		
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	0.	100.0	1.0 10.0	****	27.5		
2.	Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
	68. 125. AG	0.	100.0	1.0 20.0	0.48	3.4		
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	0.	100.0	1.0 10.0	0.41	2.9		
4.	Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
	101. 186. AG	0.	100.0	1.0 10.0	0.76	5.1		
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
	92. 290. AG	0.	100.0	1.0 40.0	0.48	4.7		
6.	Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
	75. 96. AG	0.	100.0	1.0 20.0	0.47	3.8		
7.	Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
	508. 19. AG	0.	100.0	1.0 10.0	1.19	25.8		
8.	Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
	71. 19. AG	0.	100.0	1.0 20.0	0.52	3.6		
9.	Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
	112. 270. AG	0.	100.0	1.0 30.0	0.70	5.7		
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
	130. 88. AG	0.	100.0	1.0 20.0	0.67	6.6		
11.	Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
	88. 356. AG	0.	100.0	1.0 20.0	0.62	4.5		
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	0.	100.0	1.0 10.0	0.04	0.1		
13.	Camb/Stanimford EB L	*	3037.4	30.4	2297.3	6.5	*	
	740. 268. AG	0.	100.0	1.0 10.0	1.15	37.6		
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2914.2	10.4	*	
	126. 268. AG	0.	100.0	1.0 20.0	0.73	6.4		



15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.07 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.07 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.07 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.07 1 3				
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.07 1 3				
29. David Mugar Way *	100	55	3.0	750
1600 0.07 1 3				
30. Camb/Strw SB *	100	62	3.0	445
1600 0.07 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	3.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	1.	3.	3.	3.	0.	0.	0.	0.	0.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.
	2.	1.	2.	2.	3.	1.	1.	1.	0.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	0.	0.
	2.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	2.	0.	1.	1.	1.	3.	3.	3.	2.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	3.	2.	2.	2.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	2.	2.	2.	1.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	



160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.		
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.		
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	1.	1.	2.	2.	2.	2.	1.	1.		
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.		
200.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.		
210.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.		
220.	*	1.	2.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	3.	2.	2.	1.	1.		
230.	*	1.	2.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	2.	3.	3.	3.	1.	1.		
240.	*	1.	2.	2.	3.	3.	0.	0.	0.	1.	2.	
	0.	1.	1.	1.	2.	3.	3.	3.	2.	1.		
250.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	2.	
	0.	1.	1.	1.	2.	4.	4.	4.	2.	2.		
260.	*	2.	2.	3.	3.	3.	2.	2.	2.	1.	2.	
	0.	2.	2.	3.	4.	4.	4.	3.	2.	2.		
270.	*	1.	2.	3.	3.	3.	3.	3.	4.	2.	3.	
	1.	3.	3.	4.	5.	3.	3.	3.	2.	1.		
280.	*	0.	1.	1.	1.	1.	4.	4.	4.	3.	4.	
	2.	3.	4.	4.	6.	2.	2.	2.	1.	0.		
290.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	4.	
	2.	3.	3.	4.	5.	1.	1.	0.	0.	0.		
300.	*	0.	0.	0.	0.	0.	3.	2.	2.	2.	3.	
	2.	2.	3.	3.	4.	0.	0.	0.	0.	0.		
310.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.	
	3.	1.	2.	2.	3.	0.	0.	0.	0.	0.		
320.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
330.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
-----*												
MAX	*	2.	2.	3.	3.	3.	4.	4.	4.	3.	4.	
	3.	3.	4.	4.	6.	4.	4.	4.	2.	2.		
DEGR.	*	250	260	260	260	250	280	280	280	280	290	320
		280	280	280	280	260	260	250	260	260		

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	1.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	1.	2.	1.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	1.	2.	0.	1.	2.	1.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	1.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	0.	1.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	1.	2.	2.	1.	1.	
90.	*	0.	0.	1.	1.	2.	2.	1.	1.	0.	0.
	1.	1.	2.	1.	1.	2.	2.	3.	2.	1.	
100.	*	0.	1.	1.	2.	3.	1.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	3.	2.	2.	
110.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
120.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	2.	2.	2.	
130.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
140.	*	1.	2.	3.	4.	4.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	3.	2.	2.	2.	2.	
150.	*	1.	2.	2.	3.	4.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	3.	2.	2.	2.	2.	

160.	*	1.	1.	2.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
180.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	2.	1.	1.	
190.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	5.	2.	2.	2.	2.	
200.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	7.	3.	2.	3.	4.	
210.	*	2.	2.	2.	2.	3.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	9.	4.	3.	4.	5.	
220.	*	3.	3.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	4.	5.	5.	
230.	*	4.	4.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	5.	5.	4.	
240.	*	4.	4.	4.	4.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	9.	6.	5.	5.	3.	
250.	*	4.	4.	5.	5.	4.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	9.	6.	4.	4.	2.	
260.	*	3.	4.	5.	5.	5.	3.	2.	2.	1.	1.
	0.	0.	1.	2.	2.	9.	6.	4.	3.	1.	
270.	*	2.	3.	4.	5.	5.	4.	4.	2.	2.	1.
	0.	1.	2.	2.	3.	8.	6.	4.	2.	0.	
280.	*	1.	2.	3.	3.	4.	5.	5.	4.	2.	2.
	1.	2.	3.	3.	4.	8.	5.	2.	1.	0.	
290.	*	1.	1.	1.	2.	3.	4.	5.	5.	3.	2.
	2.	3.	4.	4.	4.	7.	4.	1.	0.	0.	
300.	*	1.	1.	1.	1.	1.	3.	4.	5.	4.	3.
	3.	3.	4.	4.	5.	6.	2.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	4.	3.	3.
	3.	3.	4.	4.	5.	5.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	3.	2.	2.
	2.	3.	3.	3.	4.	3.	0.	0.	0.	0.	
330.	*	1.	1.	0.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	2.	2.	3.	2.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	2.	2.	0.	0.	1.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
-----*											
-----											
MAX	*	4.	4.	5.	5.	5.	5.	5.	5.	4.	3.
	3.	3.	4.	4.	5.	9.	6.	5.	5.	5.	
DEGR.	*	240	250	250	260	260	280	290	300	300	310
		310	300	300	310	220	260	240	230	220	

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	1.	1.	2.	3.	3.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	0.	1.	1.	0.	0.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	0.
	1.	1.	3.	3.	3.	1.	2.	2.	1.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	0.
	0.	1.	2.	2.	2.	2.	3.	3.	1.	1.	
100.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	3.	3.	3.	2.	1.	
110.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
120.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
250.	*	2.	2.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	
260.	*	2.	2.	4.	3.	3.	1.	2.	2.	0.	0.
	0.	0.	2.	2.	2.	4.	3.	3.	2.	1.	
270.	*	1.	2.	3.	2.	2.	2.	3.	3.	1.	1.
	1.	2.	3.	3.	3.	3.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	4.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	0.	3.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	3.	2.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	0.	0.	3.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	4.	3.	3.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	4.	3.	3.	3.	2.	2.	
DEGR.	*	240	260	260	260	250	280	280	280	280	280
		280	280	280	280	260	260	100	120	150	

THE HIGHEST CONCENTRATION OF 9. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2030  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:23:16

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
		*	X1	Y1	X2	Y2		*
(FT)	(DEG)		(G/MI)	(FT)	(FT)		(VEH)	
-----*								
1. Camb/Sud WB L		*	3821.8	-85.9	4267.8	-391.8	*	
541.	124. AG	0.	100.0	1.0	10.0 ****	27.5		
2. Camb/Sud WB TT		*	3830.7	-71.0	3886.4	-109.8	*	
68.	125. AG	0.	100.0	1.0	20.0 0.48	3.4		
3. Camb/Sud WB R		*	3839.0	-56.2	3886.4	-89.4	*	
58.	125. AG	0.	100.0	1.0	10.0 0.41	2.9		
4. Somerset NB LTR		*	3737.5	-132.9	3726.2	-233.6	*	
101.	186. AG	0.	100.0	1.0	10.0 0.76	5.1		
5. Camb/Sud EB LLTR		*	3691.8	-52.9	3599.3	-19.7	*	
98.	290. AG	0.	100.0	1.0	40.0 0.51	5.0		
6. Camb/Char WB LTR		*	3395.5	67.5	3470.2	59.8	*	
75.	96. AG	0.	100.0	1.0	20.0 0.47	3.8		
7. Chardon SB L		*	3343.6	119.4	3505.6	601.3	*	
508.	19. AG	0.	100.0	1.0	10.0 1.19	25.8		
8. Chardon SB TR		*	3327.0	119.9	3350.0	186.9	*	
71.	19. AG	0.	100.0	1.0	20.0 0.52	3.6		
9. Camb/Char EB LTR		*	3271.8	24.5	3153.6	24.2	*	
118.	270. AG	0.	100.0	1.0	30.0 0.72	6.0		
10. Camb/StaniFord WB TR*		*	3146.7	62.1	3276.2	65.7	*	
130.	88. AG	0.	100.0	1.0	20.0 0.67	6.6		
11. Staniford SB LR		*	3070.5	101.1	3065.0	188.8	*	
88.	356. AG	0.	100.0	1.0	20.0 0.62	4.5		
12. Temple NB		*	3103.9	-3.4	3104.2	-5.8	*	
2.	174. AG	0.	100.0	1.0	10.0 0.04	0.1		
13. Camb/StaniFord EB L		*	3037.4	30.4	2402.4	9.9	*	
635.	268. AG	0.	100.0	1.0	10.0 1.12	32.3		
14. Camb/StaniFord EB TT*		*	3040.6	14.4	2903.5	10.1	*	
137.	268. AG	0.	100.0	1.0	20.0 0.77	7.0		

15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	



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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319.	179. AG		80.	0.0	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328.	89. AG		1140.	0.0	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321.	89. AG		1330.	0.0	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140.	334. AG		650.	0.0	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131.	1. AG		650.	0.0	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143.	334. AG		1000.	0.0	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144.	360. AG		1000.	0.0	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189.	120. AG		1330.	0.0	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165.	189. AG		420.	0.0	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157.	184. AG		460.	0.0	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80.	29. AG		315.	0.0	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111.	321. AG		370.	0.0	1.0	40.0			
57.	Camb/Strw WB Off	*	1042.6		162.1	967.6	303.9	*	
160.	332. AG		685.	0.0	1.0	40.0			
58.	Camb/Strw WB Off	*	1101.3		86.9	1218.3	93.3	*	
117.	87. AG		560.	0.0	1.0	40.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154.	343. AG		450.	0.0	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218.	284. AG		1395.	0.0	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318.	276. AG		1395.	0.0	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176.	296. AG		760.	0.0	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77.	259. AG		760.	0.0	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600	0.07	1	3	
25. Camb/Strw WB Off T *	120	70	3.0	370
1600	0.07	1	3	
26. Camb/Strw WB Off R *	120	70	3.0	315
1600	0.07	1	3	
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600	0.07	1	3	
28. Longfellow Inbound *	100	72	3.0	1395
1600	0.07	1	3	
29. David Mugar Way *	100	55	3.0	760
1600	0.07	1	3	
30. Camb/Strw SB *	100	62	3.0	450
1600	0.07	1	3	

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	1.	1.	1.	
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	
120.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.	
130.	*	0.	0.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	1.	1.	1.	0.	2.	2.	2.	1.	1.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.	
150.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	

160.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	
170.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	
180.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
190.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
210.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
220.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
230.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	1.	2.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	3.	2.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	
270.	*	2.	3.	3.	3.	3.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	2.	3.	3.	3.	2.	1.	
280.	*	1.	2.	3.	3.	3.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.	
290.	*	1.	1.	2.	2.	3.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
300.	*	1.	1.	1.	1.	2.	1.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	2.	1.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	

-----*											
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MAX	*	2.	3.	3.	3.	3.	2.	2.	2.	2.	2.
	1.	1.	3.	2.	2.	3.	3.	3.	2.	1.	
DEGR.	*	260	270	270	280	280	350	310	320	310	330
		40	320	50	70	270	270	270	270	260	40

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*										
-----										
0.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
10.	*	0.	1.	1.	0.	0.	1.	2.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.
20.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.
	2.	2.	2.	3.	2.	0.	0.	1.	1.	1.
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.
	1.	2.	2.	3.	3.	0.	0.	2.	1.	1.
50.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.
	1.	1.	2.	3.	3.	0.	1.	2.	1.	1.
60.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	1.	1.
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	2.	1.
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	1.	1.
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.
	1.	2.	2.	2.	2.	2.	2.	2.	2.	1.
100.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.
	1.	1.	2.	1.	1.	3.	2.	3.	2.	1.
110.	*	0.	0.	2.	2.	1.	1.	1.	1.	0.
	1.	1.	1.	1.	1.	3.	3.	3.	3.	1.
120.	*	0.	1.	2.	2.	2.	1.	1.	1.	0.
	1.	1.	1.	1.	0.	3.	2.	3.	3.	2.
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	3.	2.
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	3.	2.
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	3.	2.



160.	*	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
180.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
190.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
200.	*	1.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
210.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
220.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
230.	*	2.	3.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	2.	1.	1.	
240.	*	2.	3.	3.	3.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
250.	*	2.	3.	3.	3.	3.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
260.	*	2.	3.	4.	4.	4.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	3.	3.	3.	2.	1.	
270.	*	2.	2.	3.	3.	3.	2.	2.	4.	2.	2.
	1.	1.	3.	2.	2.	3.	2.	2.	1.	1.	
280.	*	1.	1.	2.	2.	2.	2.	3.	4.	2.	2.
	1.	2.	3.	3.	3.	2.	1.	1.	0.	0.	
290.	*	1.	1.	2.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	3.	3.	1.	1.	0.	0.	0.	
300.	*	1.	1.	2.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	3.	2.	1.	1.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	1.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
330.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
340.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
350.	*	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	1.	1.	2.	3.	2.	1.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	2.	2.	2.	3.	2.	0.	0.	0.	0.	0.	

-----\*

MAX	*	2.	3.	4.	4.	4.	2.	3.	4.	2.	2.
	2.	2.	3.	3.	3.	3.	3.	3.	3.	2.	
DEGR.	*	240	250	260	260	260	90	280	270	300	310
		20	280	280	60	260	260	260	120	180	10

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
0.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	1.	3.	3.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	2.	1.	0.	
30.	*	0.	0.	0.	0.	1.	3.	3.	2.	2.	1.
	1.	1.	2.	3.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	2.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	0.	2.	1.	1.	
50.	*	0.	0.	0.	1.	2.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	1.	1.	2.	2.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	1.	1.	2.	1.	1.	
70.	*	0.	0.	1.	1.	2.	2.	2.	3.	1.	1.
	1.	1.	2.	3.	3.	1.	1.	2.	2.	1.	
80.	*	0.	0.	1.	1.	2.	2.	2.	3.	1.	1.
	1.	1.	2.	2.	2.	1.	2.	2.	2.	1.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	1.	2.	2.	3.	2.	1.	
100.	*	1.	1.	3.	2.	3.	2.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	3.	3.	4.	2.	2.	
110.	*	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	3.	2.	
120.	*	1.	1.	3.	2.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
130.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
140.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
150.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.	
180.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.	
270.	*	1.	2.	3.	2.	2.	3.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	2.	1.
	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	0.	3.	2.	3.	1.	1.
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	1.	0.	3.	2.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	3.	3.	3.	3.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	3.	3.	4.	3.	2.	
DEGR.	*	210	220	260	260	110	300	40	60	40	30
		50	280	40	60	100	100	100	110	140	40

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC24.

JOB: Red Line Blue Line RUN: 2030  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:22:49

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	0.	100.0	1.0	40.0	0.51	5.0	
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	0.	100.0	1.0	30.0	0.72	6.0	
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	0.	100.0	1.0	10.0	1.12	32.3	
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	0.	100.0	1.0	20.0	0.77	7.0	

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319.	179. AG		80.	0.0	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328.	89. AG		1140.	0.0	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321.	89. AG		1330.	0.0	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140.	334. AG		650.	0.0	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131.	1. AG		650.	0.0	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143.	334. AG		1000.	0.0	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144.	360. AG		1000.	0.0	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189.	120. AG		1330.	0.0	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165.	189. AG		420.	0.0	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157.	184. AG		460.	0.0	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80.	29. AG		315.	0.0	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111.	321. AG		370.	0.0	1.0	40.0			
57.	Camb/Strw WB Off	*	1042.6		162.1	967.6	303.9	*	
160.	332. AG		685.	0.0	1.0	40.0			
58.	Camb/Strw WB Off	*	1101.3		86.9	1218.3	93.3	*	
117.	87. AG		560.	0.0	1.0	40.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154.	343. AG		450.	0.0	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218.	284. AG		1395.	0.0	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318.	276. AG		1395.	0.0	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176.	296. AG		760.	0.0	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77.	259. AG		760.	0.0	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0 1.0	30.0	



JOB: Red Line Blue Line

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.07	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/Staniford EB L *		100	74	3.0	375
1600	0.07	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	740
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600 0.07 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	370
1600 0.07 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	315
1600 0.07 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600 0.07 1 3				
28. Longfellow Inbound *	100	72	3.0	1395
1600 0.07 1 3				
29. David Mugar Way *	100	55	3.0	760
1600 0.07 1 3				
30. Camb/Strw SB *	100	62	3.0	450
1600 0.07 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

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No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
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0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	1.	2.	3.	2.	0.	0.	0.	0.	0.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.
	2.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	0.	0.
	2.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	2.	0.	1.	1.	1.	2.	3.	3.	1.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	2.	0.	0.	0.	1.	3.	2.	2.	1.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	1.	0.	0.	0.	1.	2.	2.	2.	1.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	1.	1.	0.	0.	2.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	2.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	2.
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.	

160.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.	
200.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.	
210.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.	
220.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	3.	2.	2.	1.	1.	
230.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	1.	3.	3.	2.	1.	1.	
240.	*	1.	2.	2.	2.	3.	0.	0.	0.	1.	1.
	0.	1.	0.	1.	2.	3.	3.	3.	2.	1.	
250.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	2.
	0.	1.	1.	1.	2.	4.	4.	4.	2.	2.	
260.	*	2.	2.	3.	3.	3.	2.	2.	2.	1.	2.
	0.	2.	2.	2.	3.	4.	4.	4.	2.	2.	
270.	*	1.	2.	3.	2.	2.	3.	3.	3.	2.	3.
	1.	3.	3.	4.	5.	3.	3.	3.	2.	1.	
280.	*	0.	1.	1.	1.	1.	4.	4.	4.	3.	3.
	2.	3.	4.	4.	6.	2.	2.	2.	1.	0.	
290.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	4.
	2.	3.	3.	4.	5.	1.	1.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.
	2.	2.	2.	3.	4.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.
	3.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	3.	3.	3.	4.	4.	4.	3.	4.
	3.	3.	4.	4.	6.	4.	4.	4.	2.	2.	
DEGR.	*	250	260	260	260	260	280	280	280	280	290
		280	280	280	280	260	260	250	260	260	320

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	1.	2.	2.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	1.	2.	0.	1.	2.	1.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	1.	2.	0.	1.	2.	1.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	1.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	1.	1.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
90.	*	0.	0.	1.	1.	2.	2.	1.	1.	0.	0.
	1.	1.	2.	1.	1.	2.	2.	3.	2.	1.	
100.	*	0.	1.	1.	2.	3.	1.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	3.	2.	2.	
110.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
120.	*	1.	1.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	3.	2.	2.	
130.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
140.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	3.	2.	2.	2.	2.	
150.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	3.	2.	2.	2.	2.	

160.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
180.	*	2.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	1.	1.	1.	
190.	*	2.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	5.	2.	1.	2.	2.	
200.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	7.	3.	2.	2.	4.	
210.	*	2.	2.	2.	3.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	8.	4.	3.	4.	5.	
220.	*	3.	3.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	5.	4.	4.	5.	
230.	*	4.	4.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	4.	5.	4.	
240.	*	4.	4.	4.	4.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	6.	4.	4.	3.	
250.	*	4.	4.	5.	5.	4.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	8.	6.	4.	4.	2.	
260.	*	3.	4.	4.	5.	5.	3.	2.	1.	1.	0.
	0.	0.	1.	2.	2.	8.	6.	4.	3.	1.	
270.	*	2.	3.	4.	5.	5.	4.	3.	2.	1.	1.
	0.	1.	2.	2.	3.	8.	6.	4.	2.	0.	
280.	*	2.	2.	3.	3.	4.	5.	5.	4.	2.	2.
	1.	2.	2.	3.	4.	7.	5.	2.	1.	0.	
290.	*	1.	1.	2.	2.	3.	4.	5.	4.	3.	2.
	2.	2.	3.	3.	4.	6.	3.	1.	0.	0.	
300.	*	1.	1.	1.	1.	2.	3.	4.	5.	4.	3.
	3.	3.	4.	4.	4.	5.	2.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	4.	3.	3.
	3.	3.	4.	4.	5.	4.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	3.	2.	2.
	2.	2.	3.	3.	4.	3.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	2.	2.	3.	2.	0.	0.	0.	0.	
340.	*	1.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
-----*											
MAX	*	4.	4.	5.	5.	5.	5.	5.	5.	4.	3.
	3.	3.	4.	4.	5.	9.	6.	4.	5.	5.	
DEGR.	*	240	250	250	260	270	280	290	300	300	310
		310	300	300	310	220	260	230	230	220	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	3.	0.	0.	1.	1.	1.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	0.	1.	1.	1.	0.	
80.	*	0.	0.	1.	1.	1.	2.	3.	3.	1.	0.
	1.	1.	3.	3.	3.	1.	2.	2.	1.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	0.
	0.	0.	2.	2.	2.	2.	2.	3.	2.	1.	
100.	*	1.	1.	3.	3.	2.	1.	1.	1.	0.	0.
	0.	0.	1.	0.	1.	3.	3.	3.	2.	1.	
110.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	



160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	4.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	1.	
260.	*	2.	2.	4.	3.	3.	1.	1.	2.	0.	0.
	0.	0.	2.	2.	2.	4.	3.	3.	2.	1.	
270.	*	1.	2.	3.	2.	2.	2.	2.	3.	1.	1.
	1.	2.	3.	3.	3.	3.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	4.	1.	1.	1.	0.	0.	
290.	*	0.	1.	1.	1.	0.	2.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
300.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
310.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	4.	3.	3.	3.	3.	3.	2.	1.
	2.	2.	3.	3.	4.	3.	3.	3.	2.	2.	
DEGR.	*	200	250	260	260	250	280	280	280	280	280
		280	280	280	280	260	260	100	120	150	

THE HIGHEST CONCENTRATION OF 9. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2030  
Build Condition

DATE : 12/31/ 9  
TIME : 8: 0:30

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
92. 290. AG	0.	100.0	1.0	40.0	0.48	4.7	
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
112. 270. AG	0.	100.0	1.0	30.0	0.70	5.7	
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L	*	3037.4	30.4	2297.3	6.5	*	
740. 268. AG	0.	100.0	1.0	10.0	1.15	37.6	
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2914.2	10.4	*	
126. 268. AG	0.	100.0	1.0	20.0	0.73	6.4	

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15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.07 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.07 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.07 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.07 1 3				
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.07 1 3				
29. David Mugar Way *	100	55	3.0	750
1600 0.07 1 3				
30. Camb/Strw SB *	100	62	3.0	445
1600 0.07 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*



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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	1.	0.	0.	1.	2.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	1.	1.	0.	
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	
120.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	2.	2.	1.	0.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	1.	1.	1.	0.	2.	2.	2.	1.	0.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.	
150.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	

160.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.	
170.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
180.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	
190.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
210.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
220.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
230.	*	1.	1.	1.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
240.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	1.	2.	2.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	3.	2.	2.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	1.	3.	3.	2.	2.	1.	
270.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	2.	3.	3.	3.	2.	1.	
280.	*	1.	2.	3.	3.	3.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.	
290.	*	1.	1.	2.	2.	3.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
300.	*	0.	1.	1.	1.	2.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	1.	1.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	1.	2.	2.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	3.	3.	3.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	3.	3.	3.	2.	1.	
DEGR.	*	260	260	270	270	280	350	20	320	310	330
		40	310	50	80	270	270	270	270	190	40

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	1.	2.	2.	1.	1.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	1.	0.	0.	1.	2.	2.	1.	1.
	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	2.	2.	3.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	2.	2.	3.	3.	0.	0.	1.	1.	1.	
50.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	3.	3.	0.	1.	1.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	1.
	1.	2.	2.	2.	3.	0.	1.	1.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	3.	1.	1.	1.	1.	1.	
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	1.	1.	1.	1.	1.	
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	0.
	1.	1.	2.	1.	1.	3.	2.	2.	2.	1.	
110.	*	0.	0.	2.	2.	1.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	3.	3.	3.	2.	1.	
120.	*	0.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	3.	3.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	3.	2.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	3.	2.	2.	2.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
180.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
190.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
200.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.	
210.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	2.	1.	1.	
240.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
250.	*	2.	2.	3.	3.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	
260.	*	2.	2.	3.	4.	3.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	3.	3.	3.	2.	1.	
270.	*	1.	2.	3.	3.	3.	2.	2.	4.	2.	2.
	1.	1.	3.	2.	2.	3.	2.	2.	1.	1.	
280.	*	1.	1.	2.	2.	2.	2.	3.	3.	2.	2.
	1.	2.	3.	3.	3.	2.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	3.	2.	1.	1.	0.	0.	0.	
300.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	3.	2.	1.	1.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	1.	3.	3.	2.	1.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	3.	2.	1.	0.	0.	0.	0.	
330.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
340.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	1.
	1.	2.	2.	3.	2.	1.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	1.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	1.	2.	2.	1.	1.
	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	3.	3.	3.	2.	3.	3.	2.	2.
	2.	2.	3.	3.	3.	3.	3.	3.	3.	2.	
DEGR.	*	240	250	260	260	260	80	280	270	300	310
		320	300	280	60	260	260	260	120	170	10

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	2.	1.	0.	
30.	*	0.	0.	0.	0.	1.	2.	3.	2.	2.	1.
	1.	1.	2.	3.	3.	0.	0.	2.	1.	1.	
40.	*	0.	0.	0.	0.	1.	2.	3.	2.	2.	1.
	1.	1.	2.	3.	3.	0.	0.	2.	1.	1.	
50.	*	0.	0.	0.	1.	1.	2.	3.	3.	2.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	0.	1.	1.	2.	3.	3.	1.	1.
	1.	1.	2.	3.	3.	0.	1.	2.	1.	1.	
70.	*	0.	0.	1.	1.	1.	2.	2.	3.	1.	1.
	1.	1.	2.	2.	3.	1.	1.	2.	2.	1.	
80.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	2.	1.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	1.	2.	2.	3.	2.	1.	
100.	*	0.	1.	3.	2.	2.	2.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	2.	3.	3.	2.	1.	
110.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	3.	3.	3.	2.	
120.	*	1.	1.	3.	2.	3.	1.	1.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	3.	2.	
130.	*	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
140.	*	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	3.	2.	
150.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.		
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.		
180.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
190.	*	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
230.	*	2.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
240.	*	2.	2.	3.	2.	3.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
250.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
260.	*	2.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.		
270.	*	1.	2.	3.	2.	2.	3.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.		
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	1.	1.	
	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.		
290.	*	1.	1.	1.	1.	0.	3.	2.	2.	1.	1.	
	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.		
300.	*	1.	1.	1.	1.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
310.	*	1.	1.	1.	1.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
320.	*	1.	1.	1.	0.	0.	3.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
330.	*	0.	1.	1.	0.	0.	3.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
340.	*	0.	1.	1.	0.	0.	2.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
350.	*	0.	0.	1.	0.	0.	2.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.		
-----*												
MAX	*	2.	2.	3.	3.	3.	3.	3.	3.	2.	1.	
	1.	2.	3.	3.	3.	3.	3.	3.	3.	2.		
DEGR.	*	210	260	260	260	260	300	280	60	40	30	40
		50	280	30	60	100	110	100	120	140		

THE HIGHEST CONCENTRATION OF 3. ug/m\*\*3 OCCURRED AT RECEPTOR REC24.

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 14:36:38

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
1. Camb/Sud WB L		*	3821.8	-85.9	4267.8	-391.8	*	
541.	124. AG	0.	100.0	1.0 10.0	**** 27.5			
2. Camb/Sud WB TT		*	3830.7	-71.0	3886.4	-109.8	*	
68.	125. AG	0.	100.0	1.0 20.0	0.48 3.4			
3. Camb/Sud WB R		*	3839.0	-56.2	3886.4	-89.4	*	
58.	125. AG	0.	100.0	1.0 10.0	0.41 2.9			
4. Somerset NB LTR		*	3737.5	-132.9	3726.2	-233.6	*	
101.	186. AG	0.	100.0	1.0 10.0	0.76 5.1			
5. Camb/Sud EB LLTR		*	3691.8	-52.9	3604.9	-21.7	*	
92.	290. AG	0.	100.0	1.0 40.0	0.48 4.7			
6. Camb/Char WB LTR		*	3395.5	67.5	3470.2	59.8	*	
75.	96. AG	0.	100.0	1.0 20.0	0.47 3.8			
7. Chardon SB L		*	3343.6	119.4	3505.6	601.3	*	
508.	19. AG	0.	100.0	1.0 10.0	1.19 25.8			
8. Chardon SB TR		*	3327.0	119.9	3350.0	186.9	*	
71.	19. AG	0.	100.0	1.0 20.0	0.52 3.6			
9. Camb/Char EB LTR		*	3271.8	24.5	3159.9	24.2	*	
112.	270. AG	0.	100.0	1.0 30.0	0.70 5.7			
10. Camb/StaniFord WB TR*		*	3146.7	62.1	3276.2	65.7	*	
130.	88. AG	0.	100.0	1.0 20.0	0.67 6.6			
11. Staniford SB LR		*	3070.5	101.1	3065.0	188.8	*	
88.	356. AG	0.	100.0	1.0 20.0	0.62 4.5			
12. Temple NB		*	3103.9	-3.4	3104.2	-5.8	*	
2.	174. AG	0.	100.0	1.0 10.0	0.04 0.1			
13. Camb/StaniFord EB L		*	3037.4	30.4	2297.3	6.5	*	
740.	268. AG	0.	100.0	1.0 10.0	1.15 37.6			
14. Camb/StaniFord EB TT*		*	3040.6	14.4	2914.2	10.4	*	
126.	268. AG	0.	100.0	1.0 20.0	0.73 6.4			



15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0 1.0	30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.07	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	895
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/Staniford EB L *		100	74	3.0	385
1600	0.07	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	705
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.07 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.07 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.07 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.07 1 3				
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.07 1 3				
29. David Mugar Way *	100	55	3.0	750
1600 0.07 1 3				
30. Camb/Strw SB *	100	62	3.0	445
1600 0.07 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	3.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	2.	1.	2.	3.	2.	0.	0.	0.	0.	0.	
80.	*	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.
	2.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	0.	0.
	2.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
	2.	0.	1.	1.	1.	2.	2.	3.	1.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	3.	2.	2.	1.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	2.	2.	2.	1.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.	



160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	0.	1.	2.	2.	2.	1.	1.	1.		
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	1.	1.	2.	2.	2.	1.	1.	1.		
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	1.	
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.		
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.		
200.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.		
210.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	2.	2.	2.	1.	1.		
220.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	3.	2.	2.	1.	1.		
230.	*	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	1.	3.	3.	2.	1.	1.		
240.	*	1.	2.	2.	2.	2.	0.	0.	0.	1.	1.	
	0.	1.	0.	1.	2.	3.	3.	3.	2.	1.		
250.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	2.	
	0.	1.	1.	1.	2.	4.	3.	3.	2.	2.		
260.	*	2.	2.	3.	3.	3.	2.	2.	2.	1.	2.	
	0.	2.	2.	2.	3.	4.	4.	3.	2.	2.		
270.	*	1.	2.	3.	2.	2.	3.	3.	3.	2.	3.	
	1.	3.	3.	4.	5.	3.	3.	3.	2.	1.		
280.	*	0.	1.	1.	1.	1.	4.	4.	4.	3.	3.	
	2.	3.	4.	4.	5.	2.	2.	2.	1.	0.		
290.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	4.	
	2.	3.	3.	3.	5.	1.	1.	0.	0.	0.		
300.	*	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
	2.	2.	2.	3.	4.	0.	0.	0.	0.	0.		
310.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.	
	3.	1.	2.	2.	3.	0.	0.	0.	0.	0.		
320.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
330.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
	3.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
340.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
-----*												
MAX	*	2.	2.	3.	3.	3.	4.	4.	4.	3.	4.	
	3.	3.	4.	4.	5.	4.	4.	3.	2.	2.		
DEGR.	*	250	260	260	260	260	280	280	280	280	290	320
		280	280	280	280	260	260	250	260	260		

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
0.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	1.	1.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	1.	2.	0.	1.	2.	1.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	1.	2.	0.	1.	2.	1.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	1.	0.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	0.	1.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
90.	*	0.	0.	1.	1.	2.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	2.	2.	3.	2.	1.	
100.	*	0.	1.	1.	2.	3.	1.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	3.	2.	2.	
110.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
120.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	2.	2.	2.	
130.	*	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
140.	*	1.	2.	3.	3.	4.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
150.	*	1.	2.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	3.	2.	2.	2.	2.	

160.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
180.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	1.	1.	1.	
190.	*	2.	2.	1.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	5.	2.	1.	2.	2.	
200.	*	2.	2.	2.	2.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	7.	3.	2.	2.	4.	
210.	*	2.	2.	2.	2.	3.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	8.	4.	3.	4.	5.	
220.	*	3.	3.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	5.	4.	4.	5.	
230.	*	3.	3.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	9.	6.	4.	5.	4.	
240.	*	4.	4.	4.	3.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	6.	4.	4.	3.	
250.	*	4.	4.	4.	4.	4.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	8.	6.	4.	4.	2.	
260.	*	3.	4.	4.	5.	5.	3.	2.	1.	1.	0.
	0.	0.	1.	2.	2.	8.	6.	4.	3.	1.	
270.	*	2.	3.	4.	4.	5.	4.	3.	2.	1.	1.
	0.	1.	2.	2.	3.	8.	6.	4.	2.	0.	
280.	*	1.	2.	3.	3.	4.	4.	5.	4.	2.	2.
	1.	2.	2.	3.	4.	7.	5.	2.	1.	0.	
290.	*	1.	1.	1.	2.	2.	4.	5.	4.	3.	2.
	2.	2.	3.	3.	4.	6.	3.	1.	0.	0.	
300.	*	1.	1.	1.	1.	1.	3.	4.	5.	4.	3.
	3.	3.	4.	4.	4.	5.	2.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	4.	3.	3.
	3.	3.	4.	4.	5.	4.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	3.	2.	2.
	2.	2.	3.	3.	4.	3.	0.	0.	0.	0.	
330.	*	1.	1.	0.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	2.	2.	3.	2.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	1.
	2.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
-----*											
-----											
MAX	*	4.	4.	4.	5.	5.	4.	5.	5.	4.	3.
	3.	3.	4.	4.	5.	9.	6.	4.	5.	5.	
DEGR.	*	240	250	260	260	270	280	290	300	300	310
		310	300	300	310	220	240	230	230	220	

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	1.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	1.	1.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	2.	0.	0.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	3.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	0.	1.	1.	0.	0.	
80.	*	0.	0.	1.	1.	1.	2.	2.	3.	1.	0.
	1.	1.	3.	3.	3.	1.	2.	2.	1.	0.	
90.	*	0.	1.	2.	2.	2.	2.	2.	2.	1.	0.
	0.	0.	2.	2.	2.	2.	2.	3.	1.	1.	
100.	*	1.	1.	3.	3.	2.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	3.	3.	3.	2.	1.	
110.	*	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	3.	2.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
150.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
180.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
200.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
210.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	
260.	*	2.	2.	4.	3.	3.	1.	1.	2.	0.	0.
	0.	0.	2.	2.	2.	3.	3.	3.	2.	1.	
270.	*	1.	2.	3.	2.	2.	2.	2.	3.	1.	1.
	1.	1.	3.	3.	3.	2.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	1.	1.
	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	0.	2.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	3.	2.	2.	1.	1.
	1.	1.	3.	2.	2.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	4.	3.	3.	3.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	3.	3.	3.	2.	2.	
DEGR.	*	260	250	260	260	260	280	280	280	290	280
		280	280	280	280	260	100	100	140	150	280

THE HIGHEST CONCENTRATION OF 9. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

# Particulate Matter 2.5 (PM<sub>2.5</sub>)

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

DATE : 12/21/ 9

TIME : 11:22:36

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

```

VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S      CLAS =    4 (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		X1	Y1		X2	Y2	
			(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9		4267.8	-391.8	*
	541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2.	Camb/Sud WB TT	*	3830.7	-71.0		3885.4	-109.1	*
	67. 125. AG	0.	100.0	1.0	20.0	0.47	3.4	
3.	Camb/Sud WB R	*	3839.0	-56.2		3886.4	-89.4	*
	58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4.	Somerset NB LTR	*	3737.5	-132.9		3727.0	-226.1	*
	94. 186. AG	0.	100.0	1.0	10.0	0.73	4.8	
5.	Camb/Sud EB LLTR	*	3691.8	-52.9		3611.0	-23.8	*
	86. 290. AG	0.	100.0	1.0	40.0	0.44	4.4	
6.	Camb/Char WB LTR	*	3395.5	67.5		3467.6	60.0	*
	73. 96. AG	0.	100.0	1.0	20.0	0.45	3.7	
7.	Chardon SB L	*	3343.6	119.4		3389.0	254.6	*
	143. 19. AG	0.	100.0	1.0	10.0	0.99	7.2	
8.	Chardon SB TR	*	3327.0	119.9		3346.4	176.2	*
	59. 19. AG	0.	100.0	1.0	20.0	0.44	3.0	
9.	Camb/Char EB LTR	*	3271.8	24.5		3175.8	24.2	*
	96. 270. AG	0.	100.0	1.0	30.0	0.60	4.9	
10.	Camb/Stanimford WB TR*	*	3146.7	62.1		3272.7	65.6	*
	126. 88. AG	0.	100.0	1.0	20.0	0.65	6.4	
11.	Stanimford SB LR	*	3070.5	101.1		3065.4	182.8	*
	82. 356. AG	0.	100.0	1.0	20.0	0.58	4.2	
12.	Temple NB	*	3103.9	-3.4		3104.2	-5.8	*
	2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13.	Camb/Stanimford EB L	*	3037.4	30.4		2874.9	25.2	*
	163. 268. AG	0.	100.0	1.0	10.0	0.91	8.3	
14.	Camb/Stanimford EB TT*	*	3040.6	14.4		2935.1	11.1	*
	106. 268. AG	0.	100.0	1.0	20.0	0.62	5.4	

15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	0.	100.0	1.0 20.0 0.42	2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	0.	100.0	1.0 20.0 0.61	6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	0.	100.0	1.0 20.0 0.35	2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	0.	100.0	1.0 10.0 0.59	3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	0.	100.0	1.0 30.0 0.48	4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1493.1	-22.4	*
	222. 268. AG	0.	100.0	1.0 30.0 0.99	11.3		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	0.	100.0	1.0 30.0 1.03	19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	0.	100.0	1.0 30.0 0.13	1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	0.	100.0	1.0 30.0 0.13	1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	0.	100.0	1.0 20.0 0.26	3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	0.	100.0	1.0 10.0 0.43	5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	0.	100.0	1.0 30.0 0.28	3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	0.	100.0	1.0 30.0 1.21	53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	0.	100.0	1.0 20.0 0.55	5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	0.	100.0	1.0 30.0 0.25	2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1175.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		690.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		210.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1575.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		850.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		990.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1650.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		690.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		930.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		900.	0.0 1.0 51.0			



42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	0.0	1.0	60.0	

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319.	179. AG		80.	0.0	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328.	89. AG		1045.	0.0	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321.	89. AG		1240.	0.0	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140.	334. AG		610.	0.0	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131.	1. AG		610.	0.0	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143.	334. AG		610.	0.0	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144.	360. AG		610.	0.0	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189.	120. AG		1240.	0.0	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165.	189. AG		405.	0.0	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157.	184. AG		420.	0.0	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80.	29. AG		260.	0.0	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111.	321. AG		310.	0.0	1.0	40.0			
57.	Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*	
159.	333. AG		570.	0.0	1.0	40.0			
58.	Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*	
145.	84. AG		500.	0.0	1.0	51.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154.	343. AG		390.	0.0	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218.	284. AG		1340.	0.0	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318.	276. AG		1340.	0.0	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176.	296. AG		700.	0.0	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77.	259. AG		700.	0.0	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	0.07	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	870
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	305
1600	0.07	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	595
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	150
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	73	3.0	1045
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1240
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	420
1600 0.07 1 3				
25. Camb/Strw WB Off T *	120	70	3.0	310
1600 0.07 1 3				
26. Camb/Strw WB Off R *	120	70	3.0	260
1600 0.07 1 3				
27. Strw EB Off/ Camb WB*	120	70	3.0	500
1600 0.07 1 3				
28. Longfellow Inbound *	100	72	3.0	1340
1600 0.07 1 3				
29. David Mugar Way *	100	55	3.0	700
1600 0.07 1 3				
30. Camb/Strw SB *	100	62	3.0	390
1600 0.07 1 3				

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	2.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	2.	2.	1.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	2.	2.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	2.	2.	0.	0.	1.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	2.	2.	0.	0.	1.	1.	0.
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	2.	2.	2.	0.	0.	1.	1.	0.
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	2.	1.	2.	1.	1.	1.	0.	
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	1.	1.	0.	0.	
120.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	2.	2.	1.	0.	
130.	*	0.	0.	1.	1.	0.	0.	0.	1.	0.	0.
		0.	0.	1.	0.	0.	2.	2.	2.	1.	0.
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
150.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	2.	2.	2.	1.	1.

160.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
170.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
180.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
190.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
210.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	1.	1.	1.	
220.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
230.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	
240.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
250.	*	2.	2.	2.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
260.	*	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	2.	2.	2.	2.	1.	
270.	*	2.	2.	3.	3.	2.	0.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	3.	3.	2.	1.	1.	
280.	*	1.	1.	3.	3.	3.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	0.	
290.	*	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.
	0.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
300.	*	0.	1.	1.	1.	2.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	1.	1.	1.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	

-----\*

MAX	*	2.	2.	3.	3.	3.	2.	2.	2.	2.	1.	
	1.	1.	2.	2.	2.	3.	3.	2.	2.	1.		
DEGR.	*	260	260	280	270	280	350	320	310	320	330	50
		60	300	60	80	270	270	270	260	180		



JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	1.	1.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.
	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	2.	2.	2.	3.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	2.	2.	3.	2.	0.	0.	1.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	2.	2.	3.	3.	0.	1.	2.	1.	1.	
60.	*	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.
	1.	2.	2.	2.	3.	0.	1.	2.	1.	1.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	3.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	2.	2.	2.	1.	1.	1.	1.	1.	
90.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
100.	*	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.
	1.	1.	2.	1.	1.	2.	2.	2.	2.	1.	
110.	*	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	3.	3.	3.	2.	1.	
120.	*	0.	1.	2.	2.	2.	1.	0.	0.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	3.	3.	2.	
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	1.	0.	3.	2.	2.	3.	2.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
150.	*	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.	
170.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	1.	1.	0.	0.	1.	2.	2.	2.	2.	
180.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.	
190.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.	
200.	*	1.	1.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
210.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
220.	*	2.	2.	2.	2.	1.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
240.	*	2.	2.	2.	2.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	2.	2.	3.	3.	2.	0.	0.	1.	1.	1.
	0.	0.	0.	0.	0.	3.	2.	2.	1.	1.	
260.	*	2.	2.	3.	3.	3.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	3.	3.	3.	1.	1.	
270.	*	1.	2.	3.	3.	3.	1.	2.	3.	2.	1.
	0.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
280.	*	1.	1.	2.	2.	2.	2.	2.	3.	2.	1.
	1.	1.	3.	2.	2.	1.	1.	1.	0.	0.	
290.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	1.
	1.	1.	3.	2.	2.	1.	1.	0.	0.	0.	
300.	*	1.	1.	1.	1.	1.	2.	2.	3.	2.	2.
	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.	
310.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.	
320.	*	1.	1.	1.	1.	0.	2.	2.	2.	2.	2.
	1.	2.	3.	2.	2.	1.	0.	0.	0.	0.	
330.	*	0.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
340.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	2.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	1.	1.	0.	0.	1.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	1.	1.	0.	0.	1.	1.	2.	1.	1.
	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	3.	3.	3.	2.	2.	3.	2.	2.
	2.	2.	3.	3.	3.	3.	3.	3.	3.	2.	
DEGR.	*	220	230	250	260	260	80	280	280	300	310
		20	300	30	60	110	260	110	120	170	10

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
30.	*	0.	0.	0.	0.	1.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	
40.	*	0.	0.	0.	0.	1.	2.	3.	2.	2.	1.
	1.	1.	1.	2.	2.	0.	0.	1.	1.	0.	
50.	*	0.	0.	0.	1.	2.	2.	3.	2.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	1.	1.	0.	
60.	*	0.	0.	0.	1.	2.	2.	2.	3.	1.	1.
	1.	1.	2.	2.	2.	0.	1.	1.	1.	0.	
70.	*	0.	0.	1.	1.	2.	2.	2.	3.	1.	1.
	0.	1.	2.	2.	3.	0.	1.	1.	1.	0.	
80.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
90.	*	0.	0.	2.	2.	2.	2.	2.	2.	1.	0.
	0.	1.	2.	1.	1.	2.	2.	2.	2.	1.	
100.	*	0.	1.	2.	2.	2.	2.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	3.	2.	1.	
110.	*	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	
120.	*	1.	1.	3.	2.	3.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
130.	*	1.	1.	3.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
140.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	
150.	*	1.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	

160.	*	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	1.	1.	2.		
170.	*	1.	1.	1.	2.	2.	1.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	1.	1.	1.		
180.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.		
190.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.		
200.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.		
210.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.		
220.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.		
230.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.		
240.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.		
250.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.		
260.	*	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.	
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.		
270.	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	2.	1.	1.	1.	0.		
280.	*	0.	1.	1.	1.	1.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.		
290.	*	0.	1.	1.	1.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
300.	*	0.	0.	1.	0.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
310.	*	0.	1.	1.	0.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
320.	*	0.	1.	1.	0.	0.	3.	2.	2.	1.	1.	
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.		
330.	*	0.	1.	1.	0.	0.	2.	2.	2.	1.	1.	
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.		
340.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.	
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.		
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.		
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.		
-----*												
MAX	*	2.	2.	3.	3.	3.	3.	3.	3.	2.	1.	
	1.	1.	2.	2.	3.	2.	2.	3.	2.	2.		
DEGR.	*	210	220	110	260	110	300	40	70	40	30	40
		50	280	20	50	100	110	110	110	130		

THE HIGHEST CONCENTRATION OF 3. ug/m\*\*3 OCCURRED AT RECEPTOR REC23.

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

DATE : 12/21/ 9

TIME : 11:22:22

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
		*	X1	Y1		X2	Y2	*
(FT)	(DEG)		(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1. Camb/Sud WB L		*	3821.8	-85.9		4267.8	-391.8	*
541.	124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT		*	3830.7	-71.0		3885.4	-109.1	*
67.	125. AG	0.	100.0	1.0	20.0	0.47	3.4	
3. Camb/Sud WB R		*	3839.0	-56.2		3886.4	-89.4	*
58.	125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR		*	3737.5	-132.9		3727.0	-226.1	*
94.	186. AG	0.	100.0	1.0	10.0	0.73	4.8	
5. Camb/Sud EB LLTR		*	3691.8	-52.9		3611.0	-23.8	*
86.	290. AG	0.	100.0	1.0	40.0	0.44	4.4	
6. Camb/Char WB LTR		*	3395.5	67.5		3467.6	60.0	*
73.	96. AG	0.	100.0	1.0	20.0	0.45	3.7	
7. Chardon SB L		*	3343.6	119.4		3389.0	254.6	*
143.	19. AG	0.	100.0	1.0	10.0	0.99	7.2	
8. Chardon SB TR		*	3327.0	119.9		3346.4	176.2	*
59.	19. AG	0.	100.0	1.0	20.0	0.44	3.0	
9. Camb/Char EB LTR		*	3271.8	24.5		3175.8	24.2	*
96.	270. AG	0.	100.0	1.0	30.0	0.60	4.9	
10. Camb/Staniford WB TR*		*	3146.7	62.1		3272.7	65.6	*
126.	88. AG	0.	100.0	1.0	20.0	0.65	6.4	
11. Staniford SB LR		*	3070.5	101.1		3065.4	182.8	*
82.	356. AG	0.	100.0	1.0	20.0	0.58	4.2	
12. Temple NB		*	3103.9	-3.4		3104.2	-5.8	*
2.	174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/Staniford EB L		*	3037.4	30.4		2874.9	25.2	*
163.	268. AG	0.	100.0	1.0	10.0	0.91	8.3	
14. Camb/Staniford EB TT*		*	3040.6	14.4		2935.1	11.1	*
106.	268. AG	0.	100.0	1.0	20.0	0.62	5.4	

15.	Blossom/Camb SB	*	2233.4	76.8	2232.3	134.2	*
	57. 359. AG	0.	100.0	1.0 20.0 0.42	2.9		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2417.8	38.9	*
	120. 89. AG	0.	100.0	1.0 20.0 0.61	6.1		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2130.0	-8.7	*
	55. 268. AG	0.	100.0	1.0 20.0 0.35	2.8		
19.	Camb/Bloss EB L	*	2184.7	10.6	2119.9	9.9	*
	65. 269. AG	0.	100.0	1.0 10.0 0.59	3.3		
20.	Camb/Grove WB	*	1812.2	19.6	1907.7	22.4	*
	96. 88. AG	0.	100.0	1.0 30.0 0.48	4.9		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1493.1	-22.4	*
	222. 268. AG	0.	100.0	1.0 30.0 0.99	11.3		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1644.8	-134.2	*
	387. 122. AG	0.	100.0	1.0 30.0 1.03	19.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.5	43.9	*
	22. 191. AG	0.	100.0	1.0 30.0 0.13	1.1		
24.	Camb/Under Bridge L	*	1205.3	62.3	1202.0	39.6	*
	23. 188. AG	0.	100.0	1.0 30.0 0.13	1.2		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1037.2	171.2	*
	59. 326. AG	0.	100.0	1.0 20.0 0.26	3.0		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1063.4	198.7	*
	100. 23. AG	0.	100.0	1.0 10.0 0.43	5.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1197.1	94.2	*
	64. 85. AG	0.	100.0	1.0 30.0 0.28	3.2		
28.	Longfellow Inbound	*	1106.0	-35.9	89.7	253.0	*
	1057. 286. AG	0.	100.0	1.0 30.0 1.21	53.7		
29.	David Mugar Way	*	1113.7	-89.6	1021.6	-38.7	*
	105. 299. AG	0.	100.0	1.0 20.0 0.55	5.3		
30.	Camb/Strw SB	*	1143.9	-18.7	1133.3	24.1	*
	44. 346. AG	0.	100.0	1.0 30.0 0.25	2.2		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1175.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		690.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		210.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1575.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		850.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		990.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1650.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		690.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		930.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		900.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1140.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	920.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	240.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2009

## Existing Condition

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)						*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT) (DEG)	X1	Y1	X2	Y2				
	(G/MI)	(FT)	(FT)		(VEH)			
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
319. 179. AG		80.	0.0	1.0	50.0			
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
328. 89. AG		1045.	0.0	1.0	59.0			
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
321. 89. AG		1240.	0.0	1.0	49.0			
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
140. 334. AG		610.	0.0	1.0	51.0			
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
131. 1. AG		610.	0.0	1.0	40.0			
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
143. 334. AG		610.	0.0	1.0	40.0			
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
144. 360. AG		610.	0.0	1.0	40.0			
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
189. 120. AG		1240.	0.0	1.0	51.0			
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
165. 189. AG		405.	0.0	1.0	51.0			
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
157. 184. AG		420.	0.0	1.0	51.0			
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
80. 29. AG		260.	0.0	1.0	29.0			
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
111. 321. AG		310.	0.0	1.0	40.0			
57. Camb/Strw WB Off	*	1039.3		160.2	967.8	302.3	*	
159. 333. AG		570.	0.0	1.0	40.0			
58. Strw EB Off/Camb E	*	1099.3		82.4	1243.5	96.7	*	
145. 84. AG		500.	0.0	1.0	51.0			
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
154. 343. AG		390.	0.0	1.0	51.0			
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
218. 284. AG		1340.	0.0	1.0	45.0			
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
318. 276. AG		1340.	0.0	1.0	36.0			
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
176. 296. AG		700.	0.0	1.0	38.0			
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
77. 259. AG		700.	0.0	1.0	38.0			



64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	705.	0.0 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	400.	0.0 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1095.	0.0 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	525.	0.0 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0 1.0	30.0	

JOB: Red Line Blue Line

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.07	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	335
1600	0.07	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.07	1	3		
4. Somerset NB LTR	*	100	77	3.0	210
1600	0.07	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1165
1600	0.07	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	390
1600	0.07	1	3		
7. Chardon SB L	*	100	84	3.0	175
1600	0.07	1	3		
8. Chardon SB TR	*	100	74	3.0	295
1600	0.07	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	775
1600	0.07	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	870
1600	0.07	1	3		
11. Staniford SB LR	*	100	73	3.0	410
1600	0.07	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.07	1	3		
13. Camb/Staniford EB L *		100	74	3.0	305
1600	0.07	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	595
1600	0.07	1	3		
15. Blossom/Camb SB	*	100	74	3.0	285
1600	0.07	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.07	1	3		
17. Camb/Bloss WB	*	100	47	3.0	930
1600	0.07	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	780
1600	0.07	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	150
1600	0.07	1	3		
20. Camb/Grove WB	*	100	46	3.0	1140
1600	0.07	1	3		
21. Camb/Grove EB LTR	*	100	73	3.0	1045
1600	0.07	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1240
1600	0.07	1	3		
23. Camb/Under Bridge R *		100	30	3.0	405
1600	0.07	1	3		

24. Camb/Under Bridge L *	100	30	3.0	420
1600	0.07	1	3	
25. Camb/Strw WB Off T *	120	70	3.0	310
1600	0.07	1	3	
26. Camb/Strw WB Off R *	120	70	3.0	260
1600	0.07	1	3	
27. Strw EB Off/ Camb WB*	120	70	3.0	500
1600	0.07	1	3	
28. Longfellow Inbound *	100	72	3.0	1340
1600	0.07	1	3	
29. David Mugar Way *	100	55	3.0	700
1600	0.07	1	3	
30. Camb/Strw SB *	100	62	3.0	390
1600	0.07	1	3	

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

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0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	3.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	1.	1.	2.	2.	2.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
90.	*	0.	1.	1.	1.	2.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	2.	1.	0.	
100.	*	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.
	0.	0.	1.	0.	1.	2.	2.	2.	1.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	2.	2.	2.	1.	1.	
130.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	2.	2.	1.	1.	1.	
140.	*	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	
150.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	

160.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	
170.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	
180.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	2.	2.	1.	1.	1.	
190.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	2.	2.	2.	1.	1.	
200.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	2.	2.	1.	1.	
210.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	3.	2.	2.	1.	
220.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	1.	
230.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	1.	3.	3.	3.	2.	1.	
240.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	1.	2.	3.	3.	3.	2.	1.	
250.	*	2.	2.	3.	3.	3.	0.	1.	1.	0.	0.
	0.	0.	1.	1.	2.	3.	4.	4.	2.	2.	
260.	*	2.	2.	3.	3.	3.	2.	2.	2.	1.	0.
	0.	1.	2.	2.	3.	3.	3.	3.	2.	2.	
270.	*	1.	2.	3.	3.	2.	3.	3.	4.	2.	1.
	1.	2.	3.	4.	4.	3.	3.	3.	1.	1.	
280.	*	0.	0.	1.	1.	1.	3.	4.	4.	3.	2.
	2.	3.	4.	4.	5.	2.	2.	1.	0.	0.	
290.	*	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
	2.	3.	4.	4.	5.	1.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	3.	3.	4.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.
	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	2.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	

-----*											
-----											
MAX	*	2.	2.	3.	3.	3.	3.	4.	4.	3.	2.
	2.	3.	4.	4.	5.	3.	4.	4.	2.	2.	
DEGR.	*	260	250	260	250	260	280	280	280	280	290
		290	280	280	290	260	250	250	260	250	290

JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.	
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.	
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	1.	0.	0.	
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	2.	0.	0.	1.	0.	0.	
40.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	2.	1.	1.	2.	0.	1.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	1.	2.	0.	1.	1.	1.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	1.	2.	0.	1.	2.	1.	0.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
80.	*	0.	0.	0.	0.	1.	2.	2.	1.	1.	0.
	1.	1.	2.	2.	2.	1.	1.	2.	1.	1.	
90.	*	0.	0.	0.	1.	2.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.	
100.	*	0.	1.	1.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	
110.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	3.	2.	2.	
120.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	2.	2.	2.	
130.	*	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	
140.	*	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	1.	2.	1.	
150.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	

160.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
170.	*	1.	1.	2.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	
180.	*	1.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	1.	1.	1.	
190.	*	2.	1.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	5.	2.	1.	2.	2.	
200.	*	2.	2.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	7.	3.	2.	2.	3.	
210.	*	2.	2.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	4.	2.	3.	4.	
220.	*	2.	3.	2.	2.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	5.	4.	4.	5.	
230.	*	3.	3.	3.	3.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	6.	4.	4.	4.	
240.	*	4.	3.	4.	4.	3.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	8.	6.	4.	4.	3.	
250.	*	3.	4.	4.	4.	4.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	8.	6.	4.	4.	2.	
260.	*	3.	3.	4.	5.	5.	2.	2.	1.	1.	0.
	0.	0.	1.	2.	2.	8.	6.	4.	3.	1.	
270.	*	2.	2.	4.	4.	5.	4.	3.	2.	1.	1.
	0.	1.	2.	2.	3.	8.	5.	3.	2.	0.	
280.	*	1.	1.	2.	3.	4.	4.	4.	3.	2.	1.
	1.	2.	2.	3.	3.	7.	4.	2.	1.	0.	
290.	*	1.	1.	1.	2.	2.	4.	4.	4.	3.	2.
	2.	2.	3.	3.	4.	6.	3.	1.	0.	0.	
300.	*	1.	1.	1.	1.	1.	3.	4.	4.	3.	3.
	2.	3.	4.	4.	4.	5.	2.	0.	0.	0.	
310.	*	1.	1.	1.	1.	1.	2.	2.	4.	3.	3.
	3.	3.	3.	4.	4.	4.	1.	0.	0.	0.	
320.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	2.
	2.	2.	3.	3.	4.	3.	0.	0.	0.	0.	
330.	*	1.	1.	1.	0.	0.	2.	2.	2.	2.	1.
	2.	2.	2.	2.	3.	2.	0.	0.	0.	0.	
340.	*	1.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.	
-----*											
-----											
MAX	*	4.	4.	4.	5.	5.	4.	4.	4.	3.	3.
	3.	3.	4.	4.	4.	8.	6.	4.	4.	5.	
DEGR.	*	240	250	250	260	270	280	290	300	300	310
		300	300	300	310	220	240	240	230	220	310



JOB: Red Line Blue Line

RUN: 2009

Existing Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	1.	1.	0.	0.	
80.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	0.
	0.	1.	2.	2.	2.	1.	1.	1.	0.	0.	
90.	*	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.
	0.	1.	2.	1.	1.	2.	2.	2.	1.	1.	
100.	*	0.	1.	2.	2.	2.	1.	1.	0.	0.	0.
	0.	0.	1.	0.	0.	2.	2.	3.	2.	1.	
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
130.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
140.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	
150.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	

160.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
170.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
180.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	1.	1.	1.	
190.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
200.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	
210.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
220.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
230.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
240.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
250.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	2.	3.	1.	1.	
260.	*	1.	2.	3.	3.	3.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	2.	3.	3.	3.	2.	1.	
270.	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	1.	1.	2.	3.	3.	2.	2.	2.	1.	0.	
280.	*	1.	1.	2.	1.	1.	3.	3.	3.	1.	1.
	1.	1.	3.	3.	3.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	0.	0.	2.	2.	2.	2.	1.
	1.	2.	3.	2.	3.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
340.	*	0.	0.	1.	0.	0.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	
-----*											
MAX	*	1.	2.	3.	3.	3.	3.	3.	3.	2.	1.
	1.	2.	3.	3.	3.	3.	3.	3.	2.	1.	
DEGR.	*	260	250	260	260	260	280	280	280	290	280
		290	280	280	280	260	260	100	140	160	

THE HIGHEST CONCENTRATION OF 8. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2018  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:20:19

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	0.	100.0	1.0	40.0	0.51	5.0	
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	0.	100.0	1.0	30.0	0.72	6.0	
10. Camb/StaniFord WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11. Staniford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13. Camb/StaniFord EB L	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	0.	100.0	1.0	10.0	1.12	32.3	
14. Camb/StaniFord EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	0.	100.0	1.0	20.0	0.77	7.0	

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		*	X1	Y1		X2	Y2	*
				(G/MI)	(FT)	(FT)		(VEH)	
45.	Camb/Grove South		*	1756.0		9.4	1759.4	-309.6	*
319.	179.	AG		80.	0.0	1.0	50.0		
46.	Camb/Grove West EB		*	1416.4		-26.9	1744.7	-19.0	*
328.	89.	AG		1140.	0.0	1.0	59.0		
47.	Camb/Grove West WB		*	1411.9		21.9	1733.3	26.4	*
321.	89.	AG		1330.	0.0	1.0	49.0		
48.	Camb/Charles North1		*	1258.8		101.0	1197.2	226.7	*
140.	334.	AG		650.	0.0	1.0	51.0		
49.	Camb/Charles North2		*	1196.5		226.4	1198.7	357.0	*
131.	1.	AG		650.	0.0	1.0	40.0		
50.	Camb/Strw On Ramp1		*	1218.9		91.4	1156.8	219.9	*
143.	334.	AG		1000.	0.0	1.0	40.0		
51.	Camb/Strw On Ramp2		*	1156.8		219.9	1156.8	363.7	*
144.	360.	AG		1000.	0.0	1.0	40.0		
52.	Camb/Strw/Chrles E		*	1259.1		100.9	1423.5	7.8	*
189.	120.	AG		1330.	0.0	1.0	51.0		
53.	Camb/Under Bridge R		*	1257.7		97.1	1233.0	-66.0	*
165.	189.	AG		420.	0.0	1.0	51.0		
54.	Camb/Under Bridge L		*	1203.5		96.3	1193.2	-60.8	*
157.	184.	AG		460.	0.0	1.0	51.0		
55.	Camb/Strw WB Off R		*	1005.3		79.2	1044.2	149.2	*
80.	29.	AG		315.	0.0	1.0	29.0		
56.	Camb/Strw WB Off T		*	1101.9		85.1	1032.0	170.7	*
111.	321.	AG		370.	0.0	1.0	40.0		
57.	Camb/Strw WB Off		*	1042.6		162.1	967.6	303.9	*
160.	332.	AG		685.	0.0	1.0	40.0		
58.	Camb/Strw WB Off		*	1101.3		86.9	1218.3	93.3	*
117.	87.	AG		560.	0.0	1.0	40.0		
59.	Camb/Strw SB		*	1161.5		-64.4	1117.1	82.6	*
154.	343.	AG		450.	0.0	1.0	51.0		
60.	Longfellow Inbound1		*	1157.4		-48.5	945.3	3.6	*
218.	284.	AG		1395.	0.0	1.0	45.0		
61.	Longfellow Inbound2		*	954.3		-0.9	638.0	34.2	*
318.	276.	AG		1395.	0.0	1.0	36.0		
62.	David Mugar Way 1		*	1173.6		-118.5	1015.4	-41.3	*
176.	296.	AG		760.	0.0	1.0	38.0		
63.	David Mugar Way 2		*	1018.1		-45.9	942.5	-61.0	*
77.	259.	AG		760.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0 1.0	36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0 1.0	58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0 1.0	40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0 1.0	54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0 1.0	54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0 1.0	67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0 1.0	30.0	

JOB: Red Line Blue Line

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.04	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.04	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.04	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.04	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.04	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.04	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.04	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.04	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.04	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.04	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.04	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.04	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.04	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.04	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.04	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.04	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.04	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.04	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.04	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.04	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.04	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.04	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.04	1	3		



24. Camb/Under Bridge L *	100	30	3.0	460
1600 0.04	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	370
1600 0.04	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	315
1600 0.04	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600 0.04	1	3		
28. Longfellow Inbound *	100	72	3.0	1395
1600 0.04	1	3		
29. David Mugar Way *	100	55	3.0	760
1600 0.04	1	3		
30. Camb/Strw SB *	100	62	3.0	450
1600 0.04	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

JOB: Red Line Blue Line

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
110.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
120.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	0.	1.	0.	0.	1.	1.	0.	0.	
130.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
140.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
200.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
220.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
230.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
270.	*	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	2.	1.	1.	0.	
280.	*	0.	1.	2.	2.	2.	0.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	2.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	

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MAX	*	1.	1.	2.	2.	2.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	2.	2.	1.	1.	1.	
DEGR.	*	260	260	270	280	280	340	310	310	320	320
		70	320	60	80	270	270	270	260	200	30

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	1.	1.	0.
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	2.	0.	0.	1.	1.	1.
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	2.	0.	0.	1.	1.	1.
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	2.	0.	0.	1.	1.	0.
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	1.	0.
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	0.	2.	1.	2.	1.	1.
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	2.	1.
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	2.	1.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	2.	1.
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	2.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	0.	
250.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
260.	*	1.	1.	2.	2.	2.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	
270.	*	1.	1.	1.	1.	2.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	1.	1.	1.	1.	1.	1.	2.	1.	0.
	0.	0.	2.	1.	1.	1.	0.	0.	0.	0.	
290.	*	0.	1.	1.	1.	0.	1.	1.	2.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	1.	1.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	2.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
-----*											
MAX	*	1.	2.	2.	2.	2.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	2.	1.	
DEGR.	*	220	240	260	260	270	80	290	280	300	310
		20	280	40	50	260	260	250	120	170	20

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	2.	1.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	1.	1.	2.	1.	1.	0.
		0.	1.	1.	2.	1.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	1.	1.	2.	1.	1.	1.
		0.	1.	1.	1.	2.	0.	0.	1.	1.	0.
50.	*	0.	0.	0.	0.	1.	1.	2.	2.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	1.	1.	1.	2.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	1.	0.
70.	*	0.	0.	0.	0.	1.	1.	1.	2.	0.	0.
		0.	0.	2.	1.	2.	0.	0.	1.	1.	0.
80.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	2.	1.	0.
100.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
110.	*	0.	1.	2.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	2.	1.
120.	*	0.	1.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	2.	1.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
150.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	1.

160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
240.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
250.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
260.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
290.	*	0.	0.	1.	0.	0.	2.	2.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	2.	2.	1.	0.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	1.	2.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	2.	2.	2.	1.	1.	2.	2.	1.	
DEGR.	*	210	230	260	260	250	310	40	70	350	20
		40	70	30	50	110	100	110	110	130	0

THE HIGHEST CONCENTRATION OF 2. ug/m\*\*3 OCCURRED AT RECEPTOR REC58.



JOB: Red Line Blue Line RUN: 2018  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:20:31

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

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LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
541. 124. AG	0.	100.0	1.0	10.0 ****	27.5		
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
68. 125. AG	0.	100.0	1.0	20.0 0.48	3.4		
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
58. 125. AG	0.	100.0	1.0	10.0 0.41	2.9		
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
101. 186. AG	0.	100.0	1.0	10.0 0.76	5.1		
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7	*	
98. 290. AG	0.	100.0	1.0	40.0 0.51	5.0		
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
75. 96. AG	0.	100.0	1.0	20.0 0.47	3.8		
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
508. 19. AG	0.	100.0	1.0	10.0 1.19	25.8		
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
71. 19. AG	0.	100.0	1.0	20.0 0.52	3.6		
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2	*	
118. 270. AG	0.	100.0	1.0	30.0 0.72	6.0		
10. Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
130. 88. AG	0.	100.0	1.0	20.0 0.67	6.6		
11. Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
88. 356. AG	0.	100.0	1.0	20.0 0.62	4.5		
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
2. 174. AG	0.	100.0	1.0	10.0 0.04	0.1		
13. Camb/Stanimford EB L	*	3037.4	30.4	2402.4	9.9	*	
635. 268. AG	0.	100.0	1.0	10.0 1.12	32.3		
14. Camb/Stanimford EB TT*	*	3040.6	14.4	2903.5	10.1	*	
137. 268. AG	0.	100.0	1.0	20.0 0.77	7.0		

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15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2018

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## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		*	X1	Y1		X2	Y2	*
				(G/MI)	(FT)	(FT)		(VEH)	
45.	Camb/Grove South		*	1756.0		9.4	1759.4	-309.6	*
319.	179.	AG		80.	0.0	1.0	50.0		
46.	Camb/Grove West EB		*	1416.4		-26.9	1744.7	-19.0	*
328.	89.	AG		1140.	0.0	1.0	59.0		
47.	Camb/Grove West WB		*	1411.9		21.9	1733.3	26.4	*
321.	89.	AG		1330.	0.0	1.0	49.0		
48.	Camb/Charles North1		*	1258.8		101.0	1197.2	226.7	*
140.	334.	AG		650.	0.0	1.0	51.0		
49.	Camb/Charles North2		*	1196.5		226.4	1198.7	357.0	*
131.	1.	AG		650.	0.0	1.0	40.0		
50.	Camb/Strw On Ramp1		*	1218.9		91.4	1156.8	219.9	*
143.	334.	AG		1000.	0.0	1.0	40.0		
51.	Camb/Strw On Ramp2		*	1156.8		219.9	1156.8	363.7	*
144.	360.	AG		1000.	0.0	1.0	40.0		
52.	Camb/Strw/Chrles E		*	1259.1		100.9	1423.5	7.8	*
189.	120.	AG		1330.	0.0	1.0	51.0		
53.	Camb/Under Bridge R		*	1257.7		97.1	1233.0	-66.0	*
165.	189.	AG		420.	0.0	1.0	51.0		
54.	Camb/Under Bridge L		*	1203.5		96.3	1193.2	-60.8	*
157.	184.	AG		460.	0.0	1.0	51.0		
55.	Camb/Strw WB Off R		*	1005.3		79.2	1044.2	149.2	*
80.	29.	AG		315.	0.0	1.0	29.0		
56.	Camb/Strw WB Off T		*	1101.9		85.1	1032.0	170.7	*
111.	321.	AG		370.	0.0	1.0	40.0		
57.	Camb/Strw WB Off		*	1042.6		162.1	967.6	303.9	*
160.	332.	AG		685.	0.0	1.0	40.0		
58.	Camb/Strw WB Off		*	1101.3		86.9	1218.3	93.3	*
117.	87.	AG		560.	0.0	1.0	40.0		
59.	Camb/Strw SB		*	1161.5		-64.4	1117.1	82.6	*
154.	343.	AG		450.	0.0	1.0	51.0		
60.	Longfellow Inbound1		*	1157.4		-48.5	945.3	3.6	*
218.	284.	AG		1395.	0.0	1.0	45.0		
61.	Longfellow Inbound2		*	954.3		-0.9	638.0	34.2	*
318.	276.	AG		1395.	0.0	1.0	36.0		
62.	David Mugar Way 1		*	1173.6		-118.5	1015.4	-41.3	*
176.	296.	AG		760.	0.0	1.0	38.0		
63.	David Mugar Way 2		*	1018.1		-45.9	942.5	-61.0	*
77.	259.	AG		760.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.04	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.04	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.04	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.04	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.04	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.04	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.04	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.04	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.04	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.04	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.04	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.04	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.04	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.04	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.04	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.04	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.04	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.04	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.04	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.04	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.04	1	3		
22. Camb/Str On/Chrls WB*		100	70	3.0	1330
1600	0.04	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.04	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600 0.04	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	370
1600 0.04	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	315
1600 0.04	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600 0.04	1	3		
28. Longfellow Inbound *	100	72	3.0	1395
1600 0.04	1	3		
29. David Mugar Way *	100	55	3.0	760
1600 0.04	1	3		
30. Camb/Strw SB *	100	62	3.0	450
1600 0.04	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

JOB: Red Line Blue Line

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*



JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	2.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
	0.	1.	0.	0.	1.	1.	1.	1.	1.	0.	

160.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	1.	0.	0.	1.	1.	1.	0.	0.	
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
190.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
210.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	2.	1.	2.	1.	
250.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	1.
		0.	0.	1.	1.	1.	2.	2.	1.	1.	
260.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	1.
		0.	1.	1.	1.	2.	2.	2.	1.	1.	
270.	*	0.	1.	1.	1.	1.	1.	2.	2.	1.	1.
		0.	1.	2.	2.	2.	2.	1.	1.	0.	
280.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.
		1.	1.	2.	2.	3.	1.	1.	1.	0.	
290.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	2.
		1.	2.	2.	2.	2.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	1.	1.	2.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		2.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	2.
		2.	2.	2.	3.	2.	2.	2.	2.	1.	
DEGR.	*	240	250	260	260	250	280	280	280	280	290
		290	280	280	280	260	260	260	250	250	320

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	1.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	1.	1.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	0.	
110.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
120.	*	0.	1.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	2.	1.	
130.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	

160.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
170.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
180.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	0.	1.	
190.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	1.	2.	
210.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	2.	2.	
220.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
230.	*	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
240.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
250.	*	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	4.	3.	2.	2.	1.	
260.	*	2.	2.	2.	2.	3.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	4.	3.	2.	2.	1.	
270.	*	1.	1.	2.	2.	3.	2.	2.	1.	1.	0.
	0.	0.	1.	1.	2.	4.	3.	2.	1.	0.	
280.	*	1.	1.	1.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	1.	1.	2.	4.	2.	1.	0.	0.	
290.	*	1.	1.	1.	1.	1.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	3.	2.	1.	0.	0.	
300.	*	1.	1.	1.	0.	1.	1.	2.	2.	2.	2.
	1.	2.	2.	2.	2.	3.	1.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	2.	2.	2.
	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	1.	2.	2.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	2.	2.	3.	2.	2.	3.	2.	2.
	2.	2.	2.	2.	2.	4.	3.	2.	2.	2.	
DEGR.	*	250	240	250	250	270	290	290	300	300	310
		300	300	300	300	220	240	250	230	220	310

JOB: Red Line Blue Line

RUN: 2018

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	2.	1.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	1.	1.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	2.	2.	1.	
110.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	1.	
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	2.	2.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	2.	2.	1.	1.	1.	
260.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	2.	1.	1.	1.	0.	
270.	*	1.	1.	2.	1.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	2.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.
		1.	1.	2.	2.	2.	0.	1.	0.	0.	
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	2.	2.	2.	2.	2.	2.	2.	1.	1.
		1.	1.	2.	2.	2.	2.	2.	2.	1.	1.
DEGR.	*	250	250	260	260	260	280	280	280	280	290
		280	280	280	280	250	250	100	110	140	

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line

RUN: 2018

Build Condition

DATE : 12/29/ 9

TIME : 9:21:54

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		X1	Y1		X2	Y2	
			(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9		4267.8	-391.8	*
	541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2.	Camb/Sud WB TT	*	3830.7	-71.0		3886.4	-109.8	*
	68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3.	Camb/Sud WB R	*	3839.0	-56.2		3886.4	-89.4	*
	58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4.	Somerset NB LTR	*	3737.5	-132.9		3726.2	-233.6	*
	101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5.	Camb/Sud EB LLTR	*	3691.8	-52.9		3604.9	-21.7	*
	92. 290. AG	0.	100.0	1.0	40.0	0.48	4.7	
6.	Camb/Char WB LTR	*	3395.5	67.5		3470.2	59.8	*
	75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7.	Chardon SB L	*	3343.6	119.4		3505.6	601.3	*
	508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8.	Chardon SB TR	*	3327.0	119.9		3350.0	186.9	*
	71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9.	Camb/Char EB LTR	*	3271.8	24.5		3159.9	24.2	*
	112. 270. AG	0.	100.0	1.0	30.0	0.70	5.7	
10.	Camb/Stanimford WB TR*	*	3146.7	62.1		3276.2	65.7	*
	130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11.	Stanimford SB LR	*	3070.5	101.1		3065.0	188.8	*
	88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12.	Temple NB	*	3103.9	-3.4		3104.2	-5.8	*
	2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13.	Camb/Stanimford EB L	*	3037.4	30.4		2297.3	6.5	*
	740. 268. AG	0.	100.0	1.0	10.0	1.15	37.6	
14.	Camb/Stanimford EB TT*	*	3040.6	14.4		2914.2	10.4	*
	126. 268. AG	0.	100.0	1.0	20.0	0.73	6.4	

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			



42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

JOB: Red Line Blue Line

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

JOB: Red Line Blue Line

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.04	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.04	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.04	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.04	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.04	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.04	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.04	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.04	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.04	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.04	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.04	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.04	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.04	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.04	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.04	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.04	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.04	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.04	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.04	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.04	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.04	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.04	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.04	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.04	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.04	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.04	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.04	1	3		
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.04	1	3		
29. David Mugar Way *	100	55	3.0	750
1600 0.04	1	3		
30. Camb/Strw SB *	100	62	3.0	445
1600 0.04	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

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## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

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## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
110.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
120.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	0.	1.	0.	0.	1.	1.	0.	0.	
130.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
140.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
200.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
230.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
270.	*	1.	1.	2.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	1.	1.	1.	2.	1.	1.	1.	0.	
280.	*	0.	1.	1.	2.	2.	0.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	

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MAX	*	1.	1.	2.	2.	2.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	2.	1.	1.	1.	1.	
DEGR.	*	260	260	270	280	280	340	320	310	290	330
		70	310	60	70	270	270	270	260	200	30



JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	2.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	1.	0.	0.	1.	1.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	0.	2.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	2.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
200.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
260.	*	1.	1.	1.	2.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	
270.	*	0.	1.	1.	1.	2.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	1.	1.	2.	1.	0.
	0.	0.	2.	1.	1.	1.	0.	0.	0.	0.	
290.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	2.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	1.	2.	2.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	2.	2.	2.	1.	
DEGR.	*	220	240	260	260	270	80	290	280	300	310
		10	300	40	50	260	250	250	120	180	20

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	2.	1.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.
		0.	1.	1.	2.	1.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	1.	1.	2.	1.	1.	1.
		0.	1.	1.	1.	2.	0.	0.	1.	1.	0.
50.	*	0.	0.	0.	0.	1.	1.	2.	1.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	1.	1.	1.	2.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	1.	0.
70.	*	0.	0.	0.	0.	1.	1.	1.	2.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	1.	0.
80.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
100.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	1.	
110.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	2.	1.	
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	2.	1.	
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	2.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	

160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
240.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
250.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
260.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
290.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	2.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	1.	2.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	1.	2.	2.	1.	1.	2.	2.	1.	
DEGR.	*	210	230	260	250	250	310	40	60	350	40
		40	290	30	50	110	100	110	110	130	0

THE HIGHEST CONCENTRATION OF 2. ug/m\*\*3 OCCURRED AT RECEPTOR REC58.

JOB: Red Line Blue Line

RUN: 2018

Build Condition

DATE : 12/29/ 9

TIME : 9:21: 2

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		X1	Y1		X2	Y2	
			(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9		4267.8	-391.8	*
	541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2.	Camb/Sud WB TT	*	3830.7	-71.0		3886.4	-109.8	*
	68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3.	Camb/Sud WB R	*	3839.0	-56.2		3886.4	-89.4	*
	58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4.	Somerset NB LTR	*	3737.5	-132.9		3726.2	-233.6	*
	101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5.	Camb/Sud EB LLTR	*	3691.8	-52.9		3604.9	-21.7	*
	92. 290. AG	0.	100.0	1.0	40.0	0.48	4.7	
6.	Camb/Char WB LTR	*	3395.5	67.5		3470.2	59.8	*
	75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7.	Chardon SB L	*	3343.6	119.4		3505.6	601.3	*
	508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8.	Chardon SB TR	*	3327.0	119.9		3350.0	186.9	*
	71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9.	Camb/Char EB LTR	*	3271.8	24.5		3159.9	24.2	*
	112. 270. AG	0.	100.0	1.0	30.0	0.70	5.7	
10.	Camb/Stanimford WB TR*	*	3146.7	62.1		3276.2	65.7	*
	130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11.	Stanimford SB LR	*	3070.5	101.1		3065.0	188.8	*
	88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12.	Temple NB	*	3103.9	-3.4		3104.2	-5.8	*
	2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13.	Camb/Stanimford EB L	*	3037.4	30.4		2297.3	6.5	*
	740. 268. AG	0.	100.0	1.0	10.0	1.15	37.6	
14.	Camb/Stanimford EB TT*	*	3040.6	14.4		2914.2	10.4	*
	126. 268. AG	0.	100.0	1.0	20.0	0.73	6.4	

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2018

## Build Condition

DATE : 12/29/ 9

TIME : 9:21: 2

## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		



64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

## Build Condition

DATE : 12/29/ 9

TIME : 9:21: 2

1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.04	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.04	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.04	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.04	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.04	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.04	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.04	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.04	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.04	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.04	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.04	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.04	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.04	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.04	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.04	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.04	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.04	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.04	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.04	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.04	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.04	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.04	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.04	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.04	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.04	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.04	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.04	1	3		
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.04	1	3		
29. David Mugar Way *	100	55	3.0	750
1600 0.04	1	3		
30. Camb/Strw SB *	100	62	3.0	445
1600 0.04	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

JOB: Red Line Blue Line

RUN: 2018

Build Condition

DATE : 12/29/ 9

TIME : 9:21: 2

## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
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0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	1.	0.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	0.	1.	0.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
190.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
200.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
210.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	2.	1.	1.	1.	1.
250.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	1.
		0.	0.	1.	1.	2.	2.	2.	1.	1.	
260.	*	1.	1.	2.	1.	2.	1.	1.	1.	0.	1.
		0.	1.	1.	1.	2.	2.	2.	1.	0.	
270.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.
		0.	1.	2.	2.	2.	2.	1.	1.	1.	0.
280.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.
		1.	1.	2.	2.	3.	1.	1.	1.	0.	0.
290.	*	0.	0.	0.	0.	0.	2.	1.	2.	1.	2.
		1.	2.	2.	2.	2.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	1.	1.	2.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		2.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	1.	2.	2.	2.	2.	1.	2.
		2.	2.	2.	3.	2.	2.	2.	2.	1.	1.
DEGR.	*	250	250	260	260	250	280	280	280	280	290
		290	280	280	280	260	260	260	250	250	320

JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

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0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	0.	1.	1.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	1.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	0.	
110.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
120.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	2.	1.	
130.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	

160.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
170.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
180.	*	1.	0.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	0.	1.	
190.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	1.	2.	
210.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	2.	2.	
220.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
230.	*	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
240.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
250.	*	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	4.	3.	2.	2.	1.	
260.	*	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	4.	3.	2.	2.	1.	
270.	*	1.	1.	2.	2.	2.	2.	2.	1.	1.	0.
	0.	0.	1.	1.	2.	4.	3.	2.	1.	0.	
280.	*	0.	1.	1.	2.	2.	2.	2.	2.	1.	1.
	0.	1.	1.	1.	2.	4.	2.	1.	0.	0.	
290.	*	0.	0.	1.	1.	1.	2.	2.	2.	2.	1.
	1.	1.	2.	2.	2.	3.	2.	1.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.
	1.	2.	2.	2.	2.	3.	1.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	2.	2.	2.
	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	2.	1.	2.	2.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*											
MAX	*	2.	2.	2.	2.	2.	2.	2.	3.	2.	2.
	2.	2.	2.	2.	2.	4.	3.	2.	2.	2.	
DEGR.	*	230	240	250	250	260	280	290	300	300	310
		300	300	300	300	220	240	250	230	220	310



JOB: Red Line Blue Line

RUN: 2018

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	0.	0.	1.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	2.	2.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	1.	0.
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	2.	1.	0.
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	2.	1.	1.	1.	1.	
260.	*	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	2.	1.	1.	1.	0.	
270.	*	1.	1.	2.	1.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	2.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	2.	2.	2.	2.	2.	1.	1.
		1.	1.	2.	2.	2.	1.	2.	1.	1.	
DEGR.	*	250	250	260	260	260	280	280	280	280	290
		280	280	280	280	250	100	100	120	120	

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line RUN: 2030  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:23: 9

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

-----

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	*	X1	Y1	X2	Y2		*
		(G/MI)	(FT)	(FT)	(VEH)		
-----*							
1. Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8		*
541. 124. AG		0. 100.0	1.0 10.0	****	27.5		
2. Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8		*
68. 125. AG		0. 100.0	1.0 20.0	0.48	3.4		
3. Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4		*
58. 125. AG		0. 100.0	1.0 10.0	0.41	2.9		
4. Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6		*
101. 186. AG		0. 100.0	1.0 10.0	0.76	5.1		
5. Camb/Sud EB LLTR	*	3691.8	-52.9	3599.3	-19.7		*
98. 290. AG		0. 100.0	1.0 40.0	0.51	5.0		
6. Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8		*
75. 96. AG		0. 100.0	1.0 20.0	0.47	3.8		
7. Chardon SB L	*	3343.6	119.4	3505.6	601.3		*
508. 19. AG		0. 100.0	1.0 10.0	1.19	25.8		
8. Chardon SB TR	*	3327.0	119.9	3350.0	186.9		*
71. 19. AG		0. 100.0	1.0 20.0	0.52	3.6		
9. Camb/Char EB LTR	*	3271.8	24.5	3153.6	24.2		*
118. 270. AG		0. 100.0	1.0 30.0	0.72	6.0		
10. Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7		*
130. 88. AG		0. 100.0	1.0 20.0	0.67	6.6		
11. Stanimford SB LR	*	3070.5	101.1	3065.0	188.8		*
88. 356. AG		0. 100.0	1.0 20.0	0.62	4.5		
12. Temple NB	*	3103.9	-3.4	3104.2	-5.8		*
2. 174. AG		0. 100.0	1.0 10.0	0.04	0.1		
13. Camb/Stanimford EB L	*	3037.4	30.4	2402.4	9.9		*
635. 268. AG		0. 100.0	1.0 10.0	1.12	32.3		
14. Camb/Stanimford EB TT*	*	3040.6	14.4	2903.5	10.1		*
137. 268. AG		0. 100.0	1.0 20.0	0.77	7.0		

15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:23: 9

## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)		X1	Y1		X2	Y2	
		(G/MI)	(FT)	(FT)		(VEH)	
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1140.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1330.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		650.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		650.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		1000.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		1000.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1330.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		420.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		460.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		315.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		370.	0.0	1.0	40.0		
57. Camb/Strw WB Off	*	1042.6		162.1	967.6	303.9	*
160. 332. AG		685.	0.0	1.0	40.0		
58. Camb/Strw WB Off	*	1101.3		86.9	1218.3	93.3	*
117. 87. AG		560.	0.0	1.0	40.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		450.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1395.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1395.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		760.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		760.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:23: 9

1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.03	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.03	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.03	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.03	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.03	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.03	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.03	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.03	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.03	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.03	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.03	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.03	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	375
1600	0.03	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	740
1600	0.03	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.03	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.03	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.03	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.03	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.03	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.03	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.03	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.03	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.03	1	3		



24. Camb/Under Bridge L *	100	30	3.0	460
1600 0.03	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	370
1600 0.03	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	315
1600 0.03	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600 0.03	1	3		
28. Longfellow Inbound *	100	72	3.0	1395
1600 0.03	1	3		
29. David Mugar Way *	100	55	3.0	760
1600 0.03	1	3		
30. Camb/Strw SB *	100	62	3.0	450
1600 0.03	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:23: 9

## RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)			
	X	Y	Z	
22. Camb/Char NE2	3424.6	201.8	6.0	*
23. Camb/Char NE3	3395.9	132.5	6.0	*
24. Camb/Char NE4	3467.8	111.0	6.0	*
25. Camb/Char NE5	3539.7	89.6	6.0	*
26. Camb/Char SE1	3523.8	-46.5	6.0	*
27. Camb/Char SE2	3451.9	-25.1	6.0	*
28. Camb/Char SE3	3380.0	-3.7	6.0	*
29. Camb/Char SE4	3381.0	-78.7	6.0	*
30. Camb/Char SE5	3382.0	-153.7	6.0	*
31. Camb/Char SW1	3285.1	-164.3	6.0	*
32. Camb/Char SW2	3284.1	-89.3	6.0	*
33. Camb/Char SW3	3283.2	-14.3	6.0	*
34. Camb/Char SW4	3223.0	-15.7	6.0	*
35. Camb/Char SW5	3133.2	-17.7	6.0	*
36. Camb/Char NW1	3136.0	105.4	6.0	*
37. Camb/Char NW2	3211.6	107.1	6.0	*
38. Camb/Char NW3	3286.6	108.8	6.0	*
39. Camb/Char NW4	3315.3	178.1	6.0	*
40. Camb/Char NW5	3343.9	247.4	6.0	*
41. Camb/Stan NE1	3125.7	255.0	6.0	*
42. Camb/Stan NE2	3130.8	180.4	6.0	*
43. Camb/Stan NE3	3136.0	105.4	6.0	*
44. Camb/Stan NE4	3211.0	107.1	6.0	*
45. Camb/Stan NE5	3285.9	108.8	6.0	*
46. Camb/Stan SE1	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	2886.6	89.6	6.0	*
57. Camb/Stan NW2	2961.6	91.3	6.0	*
58. Camb/Stan NW3	3036.6	92.9	6.0	*
59. Camb/Stan NW4	3031.5	167.8	6.0	*
60. Camb/Stan NW5	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
100.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
110.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
120.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	1.	0.	0.	1.	1.	1.	0.	
130.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
140.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	

160.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
190.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
200.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	
220.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
230.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
270.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
280.	*	0.	1.	1.	2.	1.	0.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	1.	0.	0.	1.	1.	1.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	1.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	
DEGR.	*	260	270	270	280	280	340	320	310	290	330
		70	300	60	80	260	260	140	160	220	20

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
0.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	1.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	1.	1.	0.	0.	1.	1.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	1.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	2.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	0.	0.	
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	
290.	*	0.	0.	1.	1.	0.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	2.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	

\*

MAX	*	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	
	1.	1.	2.	2.	1.	2.	1.	1.	2.	1.		
DEGR.	*	220	240	250	250	260	80	290	290	320	320	20
		10	300	40	60	260	250	120	120	180		

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
40.	*	0.	0.	0.	0.	1.	1.	2.	1.	1.	1.
		0.	1.	1.	1.	2.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	1.	
70.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	1.	
80.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	1.	
110.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	1.	
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	

160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	
250.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	
260.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	
280.	*	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
290.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
310.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
330.	*	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*												
-----												
MAX	*	1.	1.	2.	1.	1.	2.	2.	1.	1.	1.	
	0.	1.	1.	1.	2.	1.	1.	2.	1.	1.		
DEGR.	*	190	230	260	250	120	300	40	60	30	40	30
		0	70	60	40	260	100	100	110	130		

THE HIGHEST CONCENTRATION OF 2. ug/m\*\*3 OCCURRED AT RECEPTOR REC34.



JOB: Red Line Blue Line RUN: 2030  
No Build Condition

DATE : 12/29/ 9  
TIME : 9:22:57

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

-----  
VS = 0.0 CM/S      VD = 0.0 CM/S      ZO = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES  
MIXH = 1000. M      AMB = 0.0 ug/m\*\*3

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
		*	X1	Y1	X2	Y2		*
(FT)	(DEG)		(G/MI)	(FT)	(FT)		(VEH)	
-----*								
1. Camb/Sud WB L		*	3821.8	-85.9	4267.8	-391.8	*	
541.	124. AG	0.	100.0	1.0	10.0 ****	27.5		
2. Camb/Sud WB TT		*	3830.7	-71.0	3886.4	-109.8	*	
68.	125. AG	0.	100.0	1.0	20.0 0.48	3.4		
3. Camb/Sud WB R		*	3839.0	-56.2	3886.4	-89.4	*	
58.	125. AG	0.	100.0	1.0	10.0 0.41	2.9		
4. Somerset NB LTR		*	3737.5	-132.9	3726.2	-233.6	*	
101.	186. AG	0.	100.0	1.0	10.0 0.76	5.1		
5. Camb/Sud EB LLTR		*	3691.8	-52.9	3599.3	-19.7	*	
98.	290. AG	0.	100.0	1.0	40.0 0.51	5.0		
6. Camb/Char WB LTR		*	3395.5	67.5	3470.2	59.8	*	
75.	96. AG	0.	100.0	1.0	20.0 0.47	3.8		
7. Chardon SB L		*	3343.6	119.4	3505.6	601.3	*	
508.	19. AG	0.	100.0	1.0	10.0 1.19	25.8		
8. Chardon SB TR		*	3327.0	119.9	3350.0	186.9	*	
71.	19. AG	0.	100.0	1.0	20.0 0.52	3.6		
9. Camb/Char EB LTR		*	3271.8	24.5	3153.6	24.2	*	
118.	270. AG	0.	100.0	1.0	30.0 0.72	6.0		
10. Camb/StaniFord WB TR*		*	3146.7	62.1	3276.2	65.7	*	
130.	88. AG	0.	100.0	1.0	20.0 0.67	6.6		
11. Staniford SB LR		*	3070.5	101.1	3065.0	188.8	*	
88.	356. AG	0.	100.0	1.0	20.0 0.62	4.5		
12. Temple NB		*	3103.9	-3.4	3104.2	-5.8	*	
2.	174. AG	0.	100.0	1.0	10.0 0.04	0.1		
13. Camb/StaniFord EB L		*	3037.4	30.4	2402.4	9.9	*	
635.	268. AG	0.	100.0	1.0	10.0 1.12	32.3		
14. Camb/StaniFord EB TT*		*	3040.6	14.4	2903.5	10.1	*	
137.	268. AG	0.	100.0	1.0	20.0 0.77	7.0		

15.	Blossom/Camb SB	*	2233.4	76.8	2231.8	157.7	*
	81. 359. AG	0.	100.0	1.0 20.0 0.60	4.1		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.9	-47.1	*
	16. 177. AG	0.	100.0	1.0 10.0 0.12	0.8		
17.	Camb/Bloss WB	*	2298.3	36.2	2448.6	39.6	*
	150. 89. AG	0.	100.0	1.0 20.0 0.76	7.6		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2118.7	-9.1	*
	67. 268. AG	0.	100.0	1.0 20.0 0.43	3.4		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1916.0	22.6	*
	104. 88. AG	0.	100.0	1.0 30.0 0.53	5.3		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1658.8	-17.3	*
	56. 268. AG	0.	100.0	1.0 30.0 0.35	2.9		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1910.9	-301.0	*
	701. 122. AG	0.	100.0	1.0 30.0 1.11	35.6		
23.	Camb/Under Bridge R	*	1257.7	65.7	1253.4	43.1	*
	23. 191. AG	0.	100.0	1.0 30.0 0.13	1.2		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.7	37.5	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1030.8	180.7	*
	71. 326. AG	0.	100.0	1.0 20.0 0.31	3.6		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1071.6	218.1	*
	121. 23. AG	0.	100.0	1.0 10.0 0.53	6.1		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1204.8	94.9	*
	71. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-102.0	307.5	*
	1256. 286. AG	0.	100.0	1.0 30.0 1.26	63.8		
29.	David Mugar Way	*	1113.7	-89.6	1013.7	-34.3	*
	114. 299. AG	0.	100.0	1.0 20.0 0.59	5.8		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.6	30.7	*
	51. 346. AG	0.	100.0	1.0 30.0 0.28	2.6		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1275.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		755.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		415.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1740.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		945.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1835.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1020.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		960.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1115.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1240.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1120.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	260.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:57

## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		*	X1	Y1		X2	Y2	*
				(G/MI)	(FT)	(FT)		(VEH)	
-----*									
45.	Camb/Grove South		*	1756.0		9.4	1759.4	-309.6	*
	319.	179. AG		80.	0.0	1.0	50.0		
46.	Camb/Grove West EB		*	1416.4		-26.9	1744.7	-19.0	*
	328.	89. AG		1140.	0.0	1.0	59.0		
47.	Camb/Grove West WB		*	1411.9		21.9	1733.3	26.4	*
	321.	89. AG		1330.	0.0	1.0	49.0		
48.	Camb/Charles North1		*	1258.8		101.0	1197.2	226.7	*
	140.	334. AG		650.	0.0	1.0	51.0		
49.	Camb/Charles North2		*	1196.5		226.4	1198.7	357.0	*
	131.	1. AG		650.	0.0	1.0	40.0		
50.	Camb/Strw On Ramp1		*	1218.9		91.4	1156.8	219.9	*
	143.	334. AG		1000.	0.0	1.0	40.0		
51.	Camb/Strw On Ramp2		*	1156.8		219.9	1156.8	363.7	*
	144.	360. AG		1000.	0.0	1.0	40.0		
52.	Camb/Strw/Chrles E		*	1259.1		100.9	1423.5	7.8	*
	189.	120. AG		1330.	0.0	1.0	51.0		
53.	Camb/Under Bridge R		*	1257.7		97.1	1233.0	-66.0	*
	165.	189. AG		420.	0.0	1.0	51.0		
54.	Camb/Under Bridge L		*	1203.5		96.3	1193.2	-60.8	*
	157.	184. AG		460.	0.0	1.0	51.0		
55.	Camb/Strw WB Off R		*	1005.3		79.2	1044.2	149.2	*
	80.	29. AG		315.	0.0	1.0	29.0		
56.	Camb/Strw WB Off T		*	1101.9		85.1	1032.0	170.7	*
	111.	321. AG		370.	0.0	1.0	40.0		
57.	Camb/Strw WB Off		*	1042.6		162.1	967.6	303.9	*
	160.	332. AG		685.	0.0	1.0	40.0		
58.	Camb/Strw WB Off		*	1101.3		86.9	1218.3	93.3	*
	117.	87. AG		560.	0.0	1.0	40.0		
59.	Camb/Strw SB		*	1161.5		-64.4	1117.1	82.6	*
	154.	343. AG		450.	0.0	1.0	51.0		
60.	Longfellow Inbound1		*	1157.4		-48.5	945.3	3.6	*
	218.	284. AG		1395.	0.0	1.0	45.0		
61.	Longfellow Inbound2		*	954.3		-0.9	638.0	34.2	*
	318.	276. AG		1395.	0.0	1.0	36.0		
62.	David Mugar Way 1		*	1173.6		-118.5	1015.4	-41.3	*
	176.	296. AG		760.	0.0	1.0	38.0		
63.	David Mugar Way 2		*	1018.1		-45.9	942.5	-61.0	*
	77.	259. AG		760.	0.0	1.0	38.0		

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	815.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	535.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1190.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	675.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	40.	0.0	1.0 30.0	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:57

1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.03	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.03	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.03	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.03	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1335
1600	0.03	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.03	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.03	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.03	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	940
1600	0.03	1	3		
10. Camb/Staniford WB TR*		100	53	3.0	895
1600	0.03	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.03	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.03	1	3		
13. Camb/Staniford EB L *		100	74	3.0	375
1600	0.03	1	3		
14. Camb/Staniford EB TT*		100	65	3.0	740
1600	0.03	1	3		
15. Blossom/Camb SB	*	100	74	3.0	400
1600	0.03	1	3		
16. Garden/Camb NB	*	100	74	3.0	40
1600	0.03	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1170
1600	0.03	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	940
1600	0.03	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.03	1	3		
20. Camb/Grove WB	*	100	46	3.0	1240
1600	0.03	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1140
1600	0.03	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1330
1600	0.03	1	3		
23. Camb/Under Bridge R *		100	30	3.0	420
1600	0.03	1	3		

24. Camb/Under Bridge L *	100	30	3.0	460
1600 0.03	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	370
1600 0.03	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	315
1600 0.03	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	560
1600 0.03	1	3		
28. Longfellow Inbound *	100	72	3.0	1395
1600 0.03	1	3		
29. David Mugar Way *	100	55	3.0	760
1600 0.03	1	3		
30. Camb/Strw SB *	100	62	3.0	450
1600 0.03	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

DATE : 12/29/ 9

TIME : 9:22:57

## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss NW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss NW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss NW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss NW5	*	2197.8	221.8	6.0	*



JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	0.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
	0.	0.	0.	0.	1.	1.	1.	0.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
	0.	0.	0.	0.	1.	1.	1.	0.	1.	0.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
190.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
200.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
210.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
220.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	2.	1.	1.	1.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	1.	1.	1.	2.	2.	1.	
260.	*	1.	1.	2.	1.	1.	1.	1.	1.	0.	1.
		0.	1.	1.	1.	2.	2.	2.	2.	1.	
270.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	2.	2.	1.	1.	1.	
280.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	2.
		1.	1.	2.	2.	2.	1.	1.	1.	0.	
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	2.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	1.	1.	2.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	

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MAX	*	1.	1.	2.	1.	1.	2.	2.	2.	1.	2.
		1.	1.	2.	2.	2.	2.	2.	2.	1.	
DEGR.	*	250	250	260	250	250	280	280	280	280	300
		280	280	280	280	260	260	260	250	240	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
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0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	1.	0.	1.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	0.	1.	0.	1.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	1.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
150.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	

160.	*	0.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
170.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
180.	*	1.	0.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	0.	0.	
190.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	1.	1.	2.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	2.	2.	
220.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	2.	2.	2.	
230.	*	2.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
240.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
250.	*	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	4.	3.	2.	2.	1.	
260.	*	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	4.	3.	2.	1.	0.	
270.	*	1.	1.	2.	2.	2.	2.	2.	1.	1.	0.
	0.	0.	1.	1.	1.	4.	3.	2.	1.	0.	
280.	*	0.	1.	1.	1.	2.	2.	2.	2.	1.	1.
	0.	1.	1.	1.	2.	3.	2.	1.	0.	0.	
290.	*	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	3.	2.	1.	0.	0.	
300.	*	0.	0.	1.	0.	1.	1.	2.	2.	2.	1.
	1.	2.	2.	2.	2.	2.	1.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	2.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	2.	2.	2.	2.	2.	2.	2.	1.
	1.	2.	2.	2.	2.	4.	3.	2.	2.	2.	
DEGR.	*	240	240	250	260	270	280	290	290	300	310
		300	300	310	300	220	250	240	220	220	

JOB: Red Line Blue Line

RUN: 2030

No Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	1.	1.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	1.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	2.	1.	1.	1.	1.	
260.	*	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	1.	1.	1.	1.	2.	1.	1.
		1.	1.	2.	2.	2.	1.	1.	1.	1.	
DEGR.	*	250	260	260	260	250	280	280	280	280	290
		280	280	280	280	250	260	100	120	160	290

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 15:43:54

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
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LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)	X1	Y1	X2	Y2			
		(G/MI)	(FT)	(FT)	(VEH)			
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9	4267.8	-391.8	*	
	541. 124. AG	0.	100.0	1.0 10.0	**** 27.5			
2.	Camb/Sud WB TT	*	3830.7	-71.0	3886.4	-109.8	*	
	68. 125. AG	0.	100.0	1.0 20.0	0.48 3.4			
3.	Camb/Sud WB R	*	3839.0	-56.2	3886.4	-89.4	*	
	58. 125. AG	0.	100.0	1.0 10.0	0.41 2.9			
4.	Somerset NB LTR	*	3737.5	-132.9	3726.2	-233.6	*	
	101. 186. AG	0.	100.0	1.0 10.0	0.76 5.1			
5.	Camb/Sud EB LLTR	*	3691.8	-52.9	3604.9	-21.7	*	
	92. 290. AG	0.	100.0	1.0 40.0	0.48 4.7			
6.	Camb/Char WB LTR	*	3395.5	67.5	3470.2	59.8	*	
	75. 96. AG	0.	100.0	1.0 20.0	0.47 3.8			
7.	Chardon SB L	*	3343.6	119.4	3505.6	601.3	*	
	508. 19. AG	0.	100.0	1.0 10.0	1.19 25.8			
8.	Chardon SB TR	*	3327.0	119.9	3350.0	186.9	*	
	71. 19. AG	0.	100.0	1.0 20.0	0.52 3.6			
9.	Camb/Char EB LTR	*	3271.8	24.5	3159.9	24.2	*	
	112. 270. AG	0.	100.0	1.0 30.0	0.70 5.7			
10.	Camb/Stanimford WB TR*	*	3146.7	62.1	3276.2	65.7	*	
	130. 88. AG	0.	100.0	1.0 20.0	0.67 6.6			
11.	Stanimford SB LR	*	3070.5	101.1	3065.0	188.8	*	
	88. 356. AG	0.	100.0	1.0 20.0	0.62 4.5			
12.	Temple NB	*	3103.9	-3.4	3104.2	-5.8	*	
	2. 174. AG	0.	100.0	1.0 10.0	0.04 0.1			
13.	Camb/Stanimford EB L	*	3037.4	30.4	2297.3	6.5	*	
	740. 268. AG	0.	100.0	1.0 10.0	1.15 37.6			
14.	Camb/Stanimford EB TT*	*	3040.6	14.4	2914.2	10.4	*	
	126. 268. AG	0.	100.0	1.0 20.0	0.73 6.4			

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			



42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

## Build Condition

DATE : 12/29/ 9

TIME : 15:43:54

## LINK VARIABLES

LINK DESCRIPTION			*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE		
(FT)	(DEG)		X1	Y1		X2	Y2		
			(G/MI)	(FT)	(FT)		(VEH)		
45.	Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*	
	319. 179. AG		80.	0.0	1.0	50.0			
46.	Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*	
	328. 89. AG		1125.	0.0	1.0	59.0			
47.	Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*	
	321. 89. AG		1295.	0.0	1.0	49.0			
48.	Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*	
	140. 334. AG		440.	0.0	1.0	51.0			
49.	Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*	
	131. 1. AG		440.	0.0	1.0	40.0			
50.	Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*	
	143. 334. AG		975.	0.0	1.0	40.0			
51.	Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*	
	144. 360. AG		975.	0.0	1.0	40.0			
52.	Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*	
	189. 120. AG		1125.	0.0	1.0	51.0			
53.	Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*	
	165. 189. AG		215.	0.0	1.0	51.0			
54.	Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*	
	157. 184. AG		455.	0.0	1.0	51.0			
55.	Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*	
	80. 29. AG		305.	0.0	1.0	29.0			
56.	Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*	
	111. 321. AG		365.	0.0	1.0	40.0			
57.	Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*	
	159. 333. AG		670.	0.0	1.0	40.0			
58.	Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*	
	145. 84. AG		550.	0.0	1.0	51.0			
59.	Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*	
	154. 343. AG		445.	0.0	1.0	51.0			
60.	Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*	
	218. 284. AG		1385.	0.0	1.0	45.0			
61.	Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*	
	318. 276. AG		1385.	0.0	1.0	36.0			
62.	David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*	
	176. 296. AG		750.	0.0	1.0	38.0			
63.	David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*	
	77. 259. AG		750.	0.0	1.0	38.0			

64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

JOB: Red Line Blue Line

RUN: 2030

## Build Condition

DATE : 12/29/ 9

TIME : 15:43:54

1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.03	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.03	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.03	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.03	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.03	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.03	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.03	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.03	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.03	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.03	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.03	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.03	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.03	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.03	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.03	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.03	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.03	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.03	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.03	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.03	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.03	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.03	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.03	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.03	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.03	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.03	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.03	1	3		
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.03	1	3		
29. David Mugar Way *	100	55	3.0	750
1600 0.03	1	3		
30. Camb/Strw SB *	100	62	3.0	445
1600 0.03	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Sud NE1	*	3958.1	78.2	6.0	*
2. Cam/Sud NE2	*	3900.4	30.3	6.0	*
3. Camb/Sud NE3	*	3842.8	-17.7	6.0	*
4. Camb/Sud NE4	*	3899.5	-66.8	6.0	*
5. Camb/Sud NE5	*	3956.2	-115.9	6.0	*
6. Camb/Sud SE1	*	3877.9	-233.2	6.0	*
7. Camb/Sud SE2	*	3820.9	-183.9	6.0	*
8. Camb/Sud SE3	*	3769.7	-139.6	6.0	*
9. Camb/Sud SE4	*	3761.7	-202.1	6.0	*
10. Camb/Sud SE5	*	3752.1	-276.5	6.0	*
11. Camb/Sud SW1	*	3681.2	-247.9	6.0	*
12. Camb/Sud SW2	*	3690.7	-173.5	6.0	*
13. Camb/Sud SW3	*	3700.3	-99.2	6.0	*
14. Camb/Sud SW4	*	3628.4	-77.7	6.0	*
15. Camb/Sud SW5	*	3556.6	-56.3	6.0	*
16. Camb/Sud NW1	*	3605.8	69.9	6.0	*
17. Camb/Sud NW2	*	3677.7	48.5	6.0	*
18. Camb/Sud NW3	*	3749.6	27.0	6.0	*
19. Camb/Sud NW4	*	3807.2	75.0	6.0	*
20. Camb/Sud NW5	*	3864.9	123.0	6.0	*
21. Camb/Char NE1	*	3453.2	271.1	0.0	*

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 15:43:54

## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Camb/Char NE2	*	3424.6	201.8	6.0	*
23. Camb/Char NE3	*	3395.9	132.5	6.0	*
24. Camb/Char NE4	*	3467.8	111.0	6.0	*
25. Camb/Char NE5	*	3539.7	89.6	6.0	*
26. Camb/Char SE1	*	3523.8	-46.5	6.0	*
27. Camb/Char SE2	*	3451.9	-25.1	6.0	*
28. Camb/Char SE3	*	3380.0	-3.7	6.0	*
29. Camb/Char SE4	*	3381.0	-78.7	6.0	*
30. Camb/Char SE5	*	3382.0	-153.7	6.0	*
31. Camb/Char SW1	*	3285.1	-164.3	6.0	*
32. Camb/Char SW2	*	3284.1	-89.3	6.0	*
33. Camb/Char SW3	*	3283.2	-14.3	6.0	*
34. Camb/Char SW4	*	3223.0	-15.7	6.0	*
35. Camb/Char SW5	*	3133.2	-17.7	6.0	*
36. Camb/Char NW1	*	3136.0	105.4	6.0	*
37. Camb/Char NW2	*	3211.6	107.1	6.0	*
38. Camb/Char NW3	*	3286.6	108.8	6.0	*
39. Camb/Char NW4	*	3315.3	178.1	6.0	*
40. Camb/Char NW5	*	3343.9	247.4	6.0	*
41. Camb/Stan NE1	*	3125.7	255.0	6.0	*
42. Camb/Stan NE2	*	3130.8	180.4	6.0	*
43. Camb/Stan NE3	*	3136.0	105.4	6.0	*
44. Camb/Stan NE4	*	3211.0	107.1	6.0	*
45. Camb/Stan NE5	*	3285.9	108.8	6.0	*
46. Camb/Stan SE1	*	3272.9	-14.6	6.0	*
47. Camb/Stan SE2	*	3197.9	-16.2	6.0	*
48. Camb/Stan SE3	*	3122.9	-17.9	6.0	*
49. Camb/Stan SE4	*	3128.6	-92.7	6.0	*
50. Camb/Stan SE5	*	3134.2	-167.5	6.0	*
51. Camb/Stan SW1	*	3084.4	-172.0	6.0	*
52. Camb/Stan SW2	*	3078.8	-97.2	6.0	*
53. Camb/Stan SW3	*	3073.1	-22.4	6.0	*
54. Camb/Stan SW4	*	2998.1	-24.4	6.0	*
55. Camb/Stan SW5	*	2923.2	-26.4	6.0	*
56. Camb/Stan NW1	*	2886.6	89.6	6.0	*
57. Camb/Stan NW2	*	2961.6	91.3	6.0	*
58. Camb/Stan NW3	*	3036.6	92.9	6.0	*
59. Camb/Stan NW4	*	3031.5	167.8	6.0	*
60. Camb/Stan NW5	*	3026.3	242.6	6.0	*

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
100.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
110.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
120.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	1.	0.	0.	1.	1.	0.	0.	
130.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
140.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	

160.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
170.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
180.	*	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
190.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
200.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	1.	0.	
220.	*	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	1.	
230.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
270.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
280.	*	0.	1.	1.	1.	1.	0.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	1.	1.	0.	0.	
290.	*	0.	0.	1.	1.	1.	0.	0.	1.	1.	1.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	

-----*											
-----											
MAX	*	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	
DEGR.	*	270	270	270	280	280	340	10	310	290	330
		70	310	20	80	260	260	140	190	200	20



JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
0.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	1.	1.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
		1.	1.	1.	2.	1.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	1.	1.	1.	0.	
110.	*	0.	0.	1.	0.	1.	1.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
190.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
200.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	0.	
260.	*	1.	1.	1.	1.	1.	0.	0.	1.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	0.	0.	
270.	*	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	
290.	*	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.
	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	2.	2.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	1.	2.	1.	1.	1.	1.	
DEGR.	*	220	240	260	250	260	80	290	290	320	320
		30	300	40	60	260	250	120	130	180	20

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
40.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	2.	0.	0.	1.	0.	
50.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	
60.	*	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	1.	
70.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	1.	
80.	*	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	1.	1.	1.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	1.	
100.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	1.	
110.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	2.	1.	1.	
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	

160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
170.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
230.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
250.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
260.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
270.	*	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.
280.	*	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.
290.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
300.	*	0.	0.	1.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
310.	*	0.	0.	1.	0.	0.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
330.	*	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
-----*											
-----											
MAX	*	1.	1.	2.	1.	1.	2.	1.	1.	1.	0.
	0.	1.	1.	1.	2.	1.	1.	2.	1.	1.	0.
DEGR.	*	190	230	260	250	120	310	40	60	30	10
		0	0	60	40	260	100	100	110	130	0

THE HIGHEST CONCENTRATION OF 2. ug/m\*\*3 OCCURRED AT RECEPTOR REC58.

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 15:35:36

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

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VS =    0.0 CM/S      VD =    0.0 CM/S      ZO = 175. CM
U =    1.0 M/S        CLAS =    4  (D)      ATIM = 60. MINUTES
MIXH = 1000. M      AMB =    0.0 ug/m**3
  
```

LINK VARIABLES

LINK DESCRIPTION		*	LINK COORDINATES (FT)					*
LENGTH	BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT)	(DEG)		X1	Y1		X2	Y2	
			(G/MI)	(FT)	(FT)		(VEH)	
-----*								
-----								
1.	Camb/Sud WB L	*	3821.8	-85.9		4267.8	-391.8	*
	541. 124. AG	0.	100.0	1.0	10.0	****	27.5	
2.	Camb/Sud WB TT	*	3830.7	-71.0		3886.4	-109.8	*
	68. 125. AG	0.	100.0	1.0	20.0	0.48	3.4	
3.	Camb/Sud WB R	*	3839.0	-56.2		3886.4	-89.4	*
	58. 125. AG	0.	100.0	1.0	10.0	0.41	2.9	
4.	Somerset NB LTR	*	3737.5	-132.9		3726.2	-233.6	*
	101. 186. AG	0.	100.0	1.0	10.0	0.76	5.1	
5.	Camb/Sud EB LLTR	*	3691.8	-52.9		3604.9	-21.7	*
	92. 290. AG	0.	100.0	1.0	40.0	0.48	4.7	
6.	Camb/Char WB LTR	*	3395.5	67.5		3470.2	59.8	*
	75. 96. AG	0.	100.0	1.0	20.0	0.47	3.8	
7.	Chardon SB L	*	3343.6	119.4		3505.6	601.3	*
	508. 19. AG	0.	100.0	1.0	10.0	1.19	25.8	
8.	Chardon SB TR	*	3327.0	119.9		3350.0	186.9	*
	71. 19. AG	0.	100.0	1.0	20.0	0.52	3.6	
9.	Camb/Char EB LTR	*	3271.8	24.5		3159.9	24.2	*
	112. 270. AG	0.	100.0	1.0	30.0	0.70	5.7	
10.	Camb/Stanimford WB TR*	*	3146.7	62.1		3276.2	65.7	*
	130. 88. AG	0.	100.0	1.0	20.0	0.67	6.6	
11.	Stanimford SB LR	*	3070.5	101.1		3065.0	188.8	*
	88. 356. AG	0.	100.0	1.0	20.0	0.62	4.5	
12.	Temple NB	*	3103.9	-3.4		3104.2	-5.8	*
	2. 174. AG	0.	100.0	1.0	10.0	0.04	0.1	
13.	Camb/Stanimford EB L	*	3037.4	30.4		2297.3	6.5	*
	740. 268. AG	0.	100.0	1.0	10.0	1.15	37.6	
14.	Camb/Stanimford EB TT*	*	3040.6	14.4		2914.2	10.4	*
	126. 268. AG	0.	100.0	1.0	20.0	0.73	6.4	

15.	Blossom/Camb SB	*	2233.4	76.8	2232.2	141.5	*
	65. 359. AG	0.	100.0	1.0 20.0 0.48	3.3		
16.	Garden/Camb NB	*	2231.0	-31.0	2231.8	-45.1	*
	14. 177. AG	0.	100.0	1.0 10.0 0.10	0.7		
17.	Camb/Bloss WB	*	2298.3	36.2	2441.4	39.4	*
	143. 89. AG	0.	100.0	1.0 20.0 0.73	7.3		
18.	Camb/Bloss EB T	*	2185.4	-6.7	2119.8	-9.0	*
	66. 268. AG	0.	100.0	1.0 20.0 0.42	3.3		
19.	Camb/Bloss EB L	*	2184.7	10.6	2103.0	9.8	*
	82. 269. AG	0.	100.0	1.0 10.0 0.70	4.2		
20.	Camb/Grove WB	*	1812.2	19.6	1911.5	22.5	*
	99. 88. AG	0.	100.0	1.0 30.0 0.50	5.0		
21.	Camb/Grove EB LTR	*	1714.9	-15.6	1659.5	-17.3	*
	55. 268. AG	0.	100.0	1.0 30.0 0.34	2.8		
22.	Camb/Str On/Chrls WB*		1317.2	71.1	1804.5	-234.3	*
	575. 122. AG	0.	100.0	1.0 30.0 1.08	29.2		
23.	Camb/Under Bridge R	*	1257.7	65.7	1255.5	54.2	*
	12. 191. AG	0.	100.0	1.0 30.0 0.07	0.6		
24.	Camb/Under Bridge L	*	1205.3	62.3	1201.8	37.8	*
	25. 188. AG	0.	100.0	1.0 30.0 0.15	1.3		
25.	Camb/Strw WB Off T	*	1070.1	121.8	1031.5	179.8	*
	70. 326. AG	0.	100.0	1.0 20.0 0.30	3.5		
26.	Camb/Strw WB Off R	*	1025.0	106.9	1070.1	214.6	*
	117. 23. AG	0.	100.0	1.0 10.0 0.51	5.9		
27.	Strw EB Off/ Camb WB*		1133.8	88.7	1203.6	94.8	*
	70. 85. AG	0.	100.0	1.0 30.0 0.31	3.6		
28.	Longfellow Inbound	*	1106.0	-35.9	-61.7	296.1	*
	1214. 286. AG	0.	100.0	1.0 30.0 1.25	61.7		
29.	David Mugar Way	*	1113.7	-89.6	1015.0	-35.0	*
	113. 299. AG	0.	100.0	1.0 20.0 0.59	5.7		
30.	Camb/Strw SB	*	1143.9	-18.7	1131.8	30.0	*
	50. 346. AG	0.	100.0	1.0 30.0 0.28	2.5		
31.	Camb/Sud East	*	3761.1	-39.6	4061.1	-299.2	*
	397. 131. AG		1230.	0.0 1.0 ****			
32.	Camb/Sud North	*	3952.4	134.6	3754.3	-30.2	*
	258. 230. AG		630.	0.0 1.0 74.0			
33.	Camb/Sud South	*	3740.1	-79.9	3706.9	-338.3	*
	261. 187. AG		405.	0.0 1.0 54.0			
34.	Camb/Sud/Chardon	*	3347.2	76.6	3764.6	-47.9	*
	436. 107. AG		1660.	0.0 1.0 ****			
35.	Camb/Char North	*	3425.4	324.3	3321.1	71.8	*
	273. 202. AG		560.	0.0 1.0 72.0			
36.	Camb/Char South	*	3330.6	68.3	3335.3	-290.9	*
	359. 179. AG		840.	0.0 1.0 77.0			
37.	Camb/Char/Staniford	*	3085.6	42.7	3320.2	48.0	*
	235. 89. AG		1800.	0.0 1.0 ****			
38.	Camb/Staniford North*		3089.8	47.6	3070.8	324.5	*
	278. 356. AG		1030.	0.0 1.0 80.0			
39.	Camb/Staniford South*		3092.9	47.4	3112.1	-206.1	*
	254. 176. AG		5.	0.0 1.0 30.0			
40.	Camb/Stan/Bloss WB	*	2235.5	38.2	3087.6	52.1	*
	852. 89. AG		950.	0.0 1.0 51.0			
41.	Camb/Stan/Bloss EB	*	2234.3	-1.9	3084.1	18.3	*
	850. 89. AG		1090.	0.0 1.0 51.0			

42.	Camb/Grove/Bloss WB *	1765.1		17.4	2240.8	33.7 *
	476. 88. AG	1185.	0.0	1.0	59.0	
43.	Camb/Grove/Bloss EB *	1763.9		-14.9	2237.4	1.1 *
	474. 88. AG	1105.	0.0	1.0	49.0	
44.	Camb/Grove North *	1767.7		28.7	1774.6	242.1 *
	214. 2. AG	255.	0.0	1.0	60.0	

JOB: Red Line Blue Line

RUN: 2030

## Build Condition

DATE : 12/29/ 9

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## LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)					*
LENGTH BRG TYPE	VPH	EF	H	W	V/C	QUEUE	
(FT) (DEG)	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)		(VEH)		
45. Camb/Grove South	*	1756.0		9.4	1759.4	-309.6	*
319. 179. AG		80.	0.0	1.0	50.0		
46. Camb/Grove West EB	*	1416.4		-26.9	1744.7	-19.0	*
328. 89. AG		1125.	0.0	1.0	59.0		
47. Camb/Grove West WB	*	1411.9		21.9	1733.3	26.4	*
321. 89. AG		1295.	0.0	1.0	49.0		
48. Camb/Charles North1	*	1258.8		101.0	1197.2	226.7	*
140. 334. AG		440.	0.0	1.0	51.0		
49. Camb/Charles North2	*	1196.5		226.4	1198.7	357.0	*
131. 1. AG		440.	0.0	1.0	40.0		
50. Camb/Strw On Ramp1	*	1218.9		91.4	1156.8	219.9	*
143. 334. AG		975.	0.0	1.0	40.0		
51. Camb/Strw On Ramp2	*	1156.8		219.9	1156.8	363.7	*
144. 360. AG		975.	0.0	1.0	40.0		
52. Camb/Strw/Chrles E	*	1259.1		100.9	1423.5	7.8	*
189. 120. AG		1125.	0.0	1.0	51.0		
53. Camb/Under Bridge R	*	1257.7		97.1	1233.0	-66.0	*
165. 189. AG		215.	0.0	1.0	51.0		
54. Camb/Under Bridge L	*	1203.5		96.3	1193.2	-60.8	*
157. 184. AG		455.	0.0	1.0	51.0		
55. Camb/Strw WB Off R	*	1005.3		79.2	1044.2	149.2	*
80. 29. AG		305.	0.0	1.0	29.0		
56. Camb/Strw WB Off T	*	1101.9		85.1	1032.0	170.7	*
111. 321. AG		365.	0.0	1.0	40.0		
57. Strw WB Off/Camb	*	1039.3		160.2	967.8	302.3	*
159. 333. AG		670.	0.0	1.0	40.0		
58. Camb WB/Strw EB Off	*	1099.3		82.4	1243.5	96.7	*
145. 84. AG		550.	0.0	1.0	51.0		
59. Camb/Strw SB	*	1161.5		-64.4	1117.1	82.6	*
154. 343. AG		445.	0.0	1.0	51.0		
60. Longfellow Inbound1	*	1157.4		-48.5	945.3	3.6	*
218. 284. AG		1385.	0.0	1.0	45.0		
61. Longfellow Inbound2	*	954.3		-0.9	638.0	34.2	*
318. 276. AG		1385.	0.0	1.0	36.0		
62. David Mugar Way 1	*	1173.6		-118.5	1015.4	-41.3	*
176. 296. AG		750.	0.0	1.0	38.0		
63. David Mugar Way 2	*	1018.1		-45.9	942.5	-61.0	*
77. 259. AG		750.	0.0	1.0	38.0		



64. Longfellow Outbound *	980.8	58.5	505.0	104.8 *
478. 276. AG	795.	0.0	1.0 36.0	
65. Charles St South *	1186.4	-121.9	1201.5	-390.8 *
269. 177. AG	530.	0.0	1.0 58.0	
66. Chrles Cr/Camb EB S *	1199.5	-138.0	1411.2	-42.3 *
232. 66. AG	1180.	0.0	1.0 40.0	
67. Storrow Drive WB *	698.3	206.6	712.1	-236.3 *
443. 178. AG	6700.	0.0	1.0 54.0	
68. Storrow Drive EB *	800.7	198.9	805.3	-211.9 *
411. 179. AG	6495.	0.0	1.0 54.0	
69. Camb/Blossom North *	2243.4	26.3	2239.4	393.0 *
367. 359. AG	595.	0.0	1.0 67.0	
70. Camb/Blossom South *	2223.3	22.2	2246.4	-294.2 *
317. 176. AG	35.	0.0	1.0 30.0	

JOB: Red Line Blue Line

RUN: 2030

## Build Condition

DATE : 12/29/ 9

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1. Camb/Sud WB L	*	100	96	3.0	65
1600	0.03	1	3		
2. Camb/Sud WB TT	*	100	73	3.0	340
1600	0.03	1	3		
3. Camb/Sud WB R	*	100	73	3.0	145
1600	0.03	1	3		
4. Somerset NB LTR	*	100	77	3.0	220
1600	0.03	1	3		
5. Camb/Sud EB LLTR	*	100	54	3.0	1255
1600	0.03	1	3		
6. Camb/Char WB LTR	*	100	68	3.0	405
1600	0.03	1	3		
7. Chardon SB L	*	100	84	3.0	210
1600	0.03	1	3		
8. Chardon SB TR	*	100	74	3.0	350
1600	0.03	1	3		
9. Camb/Char EB LTR	*	100	68	3.0	905
1600	0.03	1	3		
10. Camb/StaniFord WB TR*		100	53	3.0	895
1600	0.03	1	3		
11. Staniford SB LR	*	100	73	3.0	440
1600	0.03	1	3		
12. Temple NB	*	100	88	3.0	5
1600	0.03	1	3		
13. Camb/StaniFord EB L *		100	74	3.0	385
1600	0.03	1	3		
14. Camb/StaniFord EB TT*		100	65	3.0	705
1600	0.03	1	3		
15. Blossom/Camb SB	*	100	74	3.0	320
1600	0.03	1	3		
16. Garden/Camb NB	*	100	74	3.0	35
1600	0.03	1	3		
17. Camb/Bloss WB	*	100	47	3.0	1115
1600	0.03	1	3		
18. Camb/Bloss EB T	*	100	26	3.0	925
1600	0.03	1	3		
19. Camb/Bloss EB L	*	100	79	3.0	180
1600	0.03	1	3		
20. Camb/Grove WB	*	100	46	3.0	1185
1600	0.03	1	3		
21. Camb/Grove EB LTR	*	100	27	3.0	1125
1600	0.03	1	3		
22. Camb/Str On/ChrIs WB*		100	70	3.0	1295
1600	0.03	1	3		
23. Camb/Under Bridge R *		100	30	3.0	215
1600	0.03	1	3		

24. Camb/Under Bridge L *	100	30	3.0	455
1600 0.03	1	3		
25. Camb/Strw WB Off T *	120	70	3.0	365
1600 0.03	1	3		
26. Camb/Strw WB Off R *	120	70	3.0	305
1600 0.03	1	3		
27. Strw EB Off/ Camb WB*	120	70	3.0	550
1600 0.03	1	3		
28. Longfellow Inbound *	100	72	3.0	1385
1600 0.03	1	3		
29. David Mugar Way *	100	55	3.0	750
1600 0.03	1	3		
30. Camb/Strw SB *	100	62	3.0	445
1600 0.03	1	3		

# RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
	*	X	Y	Z	*
1. Camb/Grove NE1	*	1813.9	219.9	6.0	*
2. Camb/Grove NE2	*	1811.5	145.0	6.0	*
3. Camb/Grove NE3	*	1809.1	70.0	6.0	*
4. Camb/Grove NE4	*	1884.1	71.1	6.0	*
5. Camb/Grove NE5	*	1959.1	72.2	6.0	*
6. Camb/Grove SE1	*	1941.6	-42.6	6.0	*
7. Camb/Grove SE2	*	1866.6	-45.3	6.0	*
8. Camb/Grove SE3	*	1791.6	-48.0	6.0	*
9. Camb/Grove SE4	*	1792.4	-123.0	6.0	*
10. Camb/Grove SE5	*	1793.2	-198.0	6.0	*
11. Camb/Grove SW1	*	1723.4	-209.1	6.0	*
12. Camb/Grove SW2	*	1722.6	-134.1	6.0	*
13. Camb/Grove SW3	*	1721.8	-59.1	6.0	*
14. Camb/Grove SW4	*	1646.8	-60.9	6.0	*
15. Camb/Grove SW5	*	1571.8	-62.7	6.0	*
16. Camb/Grove NW1	*	1578.8	58.7	6.0	*
17. Camb/Grove NW2	*	1653.8	59.8	6.0	*
18. Camb/Grove NW3	*	1728.8	60.8	6.0	*
19. Camb/Grove NW4	*	1731.2	135.8	6.0	*
20. Camb/Grove NW5	*	1733.5	210.8	6.0	*
21. Charles Circle NE1	*	1227.2	264.7	6.0	*

JOB: Red Line Blue Line

RUN: 2030

Build Condition

DATE : 12/29/ 9

TIME : 15:35:36

## RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
22. Charles Circle NE2	*	1252.8	194.0	6.0	*
23. Charles Circle NE3	*	1285.8	126.6	6.0	*
24. Charles Circle NE4	*	1351.0	89.7	6.0	*
25. Charles Circle NE5	*	1416.3	52.7	6.0	*
26. Charles Circle SE1	*	1364.2	-96.4	6.0	*
27. Charles Circle SE2	*	1295.8	-127.3	6.0	*
28. Charles Circle SE3	*	1227.5	-158.2	6.0	*
29. Charles Circle SE4	*	1231.7	-233.1	6.0	*
30. Charles Circle SE5	*	1235.9	-308.0	6.0	*
31. Charles Circle SW1	*	1158.2	-316.2	6.0	*
32. Charles Circle SW2	*	1154.0	-241.4	6.0	*
33. Charles Circle SW3	*	1149.8	-166.5	6.0	*
34. Charles Circle SW4	*	1075.3	-158.3	6.0	*
35. Charles Circle SW5	*	1000.6	-151.5	6.0	*
36. Charles Circle NW1	*	871.2	97.3	6.0	*
37. Charles Circle NW2	*	964.0	88.2	6.0	*
38. Charles Circle NW3	*	1013.6	144.5	6.0	*
39. Charles Circle NW4	*	979.9	211.5	6.0	*
40. Charles Circle NW5	*	946.2	278.6	6.0	*
41. Camb/Bloss NE1	*	2284.7	224.5	6.0	*
42. Camb/Bloss NE2	*	2285.6	149.5	6.0	*
43. Camb/Bloss NE3	*	2286.4	74.5	6.0	*
44. Camb/Bloss NE4	*	2361.4	75.7	6.0	*
45. Camb/Bloss NE5	*	2436.4	77.0	6.0	*
46. Camb/Bloss SE1	*	2402.7	-33.4	6.0	*
47. Camb/Bloss SE2	*	2327.7	-35.2	6.0	*
48. Camb/Bloss SE3	*	2252.7	-37.0	6.0	*
49. Camb/Bloss SE4	*	2258.2	-111.8	6.0	*
50. Camb/Bloss SE5	*	2263.6	-186.6	6.0	*
51. Camb/Bloss SW1	*	2213.3	-184.2	6.0	*
52. Camb/Bloss SW2	*	2207.9	-109.4	6.0	*
53. Camb/Bloss SW3	*	2202.4	-34.6	6.0	*
54. Camb/Bloss SW4	*	2127.4	-37.1	6.0	*
55. Camb/Bloss SW5	*	2052.5	-39.7	6.0	*
56. Camb/Bloss NW1	*	2049.5	66.7	6.0	*
57. Camb/Bloss SW2	*	2124.4	69.2	6.0	*
58. Camb/Bloss SW3	*	2199.4	71.8	6.0	*
59. Camb/Bloss SW4	*	2198.6	146.8	6.0	*
60. Camb/Bloss SW5	*	2197.8	221.8	6.0	*

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10  
REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

-----*											
-----											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	0.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	1.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	
130.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	
140.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	0.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	1.	1.	0.	1.	0.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	0.
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	1.	0.
180.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
190.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
200.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
210.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
220.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
230.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	1.
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.
		0.	0.	0.	1.	1.	1.	2.	2.	1.	1.
260.	*	1.	1.	2.	1.	1.	1.	1.	1.	0.	1.
		0.	1.	1.	1.	2.	2.	2.	2.	1.	0.
270.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.
		0.	1.	1.	1.	2.	2.	1.	1.	0.	0.
280.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	2.
		1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	2.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
		1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
330.	*	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
-----*											
-----											
MAX	*	1.	1.	2.	1.	1.	1.	1.	2.	1.	2.
		1.	1.	2.	2.	2.	2.	2.	1.	1.	
DEGR.	*	250	260	260	260	250	280	270	280	280	320
		280	280	280	280	260	260	260	250	240	

JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30  
REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40

-----*											
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0.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	0.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	0.	1.	1.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		1.	1.	0.	0.	1.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		1.	1.	1.	0.	1.	0.	1.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	1.	0.	0.
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	0.	0.	1.	0.	0.
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	1.	0.	0.
90.	*	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.
		0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
100.	*	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	1.	1.	1.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
140.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
150.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	

160.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
170.	*	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	
180.	*	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	0.	0.	0.	
190.	*	1.	1.	1.	1.	2.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	3.	1.	1.	1.	2.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	1.	2.	2.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	2.	2.	2.	2.	
230.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
240.	*	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.
	0.	0.	0.	0.	0.	4.	3.	2.	2.	2.	
250.	*	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.
	0.	0.	0.	0.	1.	4.	3.	2.	2.	1.	
260.	*	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
	0.	0.	0.	1.	1.	4.	3.	2.	1.	0.	
270.	*	1.	1.	2.	2.	2.	2.	2.	1.	1.	0.
	0.	0.	1.	1.	1.	4.	3.	2.	1.	0.	
280.	*	0.	1.	1.	1.	2.	2.	2.	2.	1.	1.
	0.	1.	1.	1.	2.	3.	2.	1.	0.	0.	
290.	*	0.	0.	1.	1.	1.	2.	2.	2.	1.	1.
	1.	1.	2.	2.	2.	3.	2.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.
	1.	2.	2.	2.	2.	2.	1.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	2.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	2.	2.	2.	2.	2.	2.	2.	2.	2.	1.
	1.	2.	2.	2.	2.	4.	3.	2.	2.	2.	
DEGR.	*	240	240	250	260	270	280	290	290	300	310
		300	300	310	300	220	250	240	220	220	



JOB: Red Line Blue Line

RUN: 2030

Build Condition

## MODEL RESULTS

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REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (ug/m\*\*3)

(DEGR)\* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50  
REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

-----*											
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	0.	0.	0.	0.	0.	
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	0.	1.	1.	0.	0.	
90.	*	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
		0.	1.	1.	1.	1.	1.	1.	0.	0.	
100.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
110.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
120.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
150.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	

160.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
170.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	1.	
180.	*	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
230.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	0.	0.	
240.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	1.	1.	1.	1.	0.	
250.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
		0.	0.	0.	0.	2.	1.	1.	1.	1.	
260.	*	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	1.	1.	1.	0.	
270.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	0.
		0.	1.	1.	1.	1.	1.	1.	0.	0.	
280.	*	0.	0.	1.	1.	0.	1.	1.	2.	1.	1.
		1.	1.	2.	2.	2.	0.	0.	0.	0.	
290.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.
		1.	0.	1.	1.	1.	0.	0.	0.	0.	
300.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
310.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
320.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
330.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
350.	*	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
360.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
		0.	0.	1.	1.	1.	0.	0.	0.	0.	
-----*											
-----											
MAX	*	1.	1.	2.	1.	1.	1.	1.	2.	1.	1.
		1.	1.	2.	2.	2.	1.	1.	1.	1.	
DEGR.	*	250	250	260	250	250	280	280	280	280	290
		280	280	280	280	250	260	110	120	160	290

THE HIGHEST CONCENTRATION OF 4. ug/m\*\*3 OCCURRED AT RECEPTOR REC36.

# Background Concentrations

# Summary of Background Concentrations

<b>Carbon Monoxide (CO) Background Concentrations</b>			
<b>Kenmore Square</b>			
<b>Time Period</b>	<b>Background Concentration*</b>		<b>NAAQS Standard</b>
	<b>(ppm)</b>	<b>(Micrograms/meter3)</b>	<b>ug/m3 (ppm)</b>
1-Hour	2.2	2562.4	40,000 (35)
8-Hour	1.5	1747.1	10,000 (9)
Calculated Persistence Factor	0.68		

\* Highest value of 2006, 2007, and 2008

<b>Particulate Matter (PM2.5) Background Concentrations</b>			
<b>Kenmore Square</b>			
<b>Time Period</b>	<b>Background Concentration*</b>		<b>NAAQS Standard</b>
	<b>(ppm)</b>	<b>(Micrograms/meter3)</b>	<b>ug/m3</b>
24-Hour	-	28.7	35.0
Annual	-	11.2	15.0

\* Average value of 2006, 2007, and 2008

<b>Particulate Matter (PM10) Background Concentrations</b>			
<b>Kenmore Square</b>			
<b>Time Period</b>	<b>Background Concentration*</b>		<b>NAAQS Standard</b>
	<b>(ppm)</b>	<b>(Micrograms/meter3)</b>	<b>ug/m3</b>
24-Hour	-	39.3	150.0

\* Average value of 2006, 2007, and 2008

<b>Nitrogen Dioxide (NO2) Background Concentrations</b>			
<b>Kenmore Square</b>			
<b>Time Period</b>	<b>Background Concentration*</b>		<b>NAAQS Standard</b>
	<b>(ppm)</b>	<b>(Micrograms/meter3)</b>	<b>ug/m3 (ppm)</b>
Annual	0.023	43.1	100 (0.053)

\* Highest value of 2006, 2007, and 2008

<b>Sulfur Dioxide (SO2) Background Concentrations</b>			
<b>Kenmore Square</b>			
<b>Time Period</b>	<b>Background Concentration*</b>		<b>NAAQS Standard</b>
	<b>(ppm)</b>	<b>(Micrograms/meter3)</b>	<b>ug/m3 (ppm)</b>
3-Hour	0.0310	82.7	1,300 (0.5)
24-Hour	0.0160	42.7	365 (0.14)
Annual	0.0042	11.2	80 (0.03)

\* Highest value of 2006, 2007, and 2008

<b>Adjustment from 1-hour (DEP Standards, not project-specific)</b>			
<b><u>Annual</u></b>	<b><u>24-Hour</u></b>	<b><u>8-Hour</u></b>	<b><u>3-Hour</u></b>
<b>0.08</b>	<b>0.40</b>	<b>0.70</b>	<b>0.90</b>

## Carbon Monoxide (CO) Background Concentrations

Data from Annual Reports on Air Quality in New England 2006 through 2008

Year	1-Hour* (ppm)	8-Hour** (ppm)
2006	2.2	1.5
2007	1.6	1.2
2008	1.6	1.1

\* 1-Hour values represent 2nd highest

\*\* 8-Hour values represent 2nd highest

### 1- Hour Background Calculation

Kenmore Square

Pollutant	1-Hour* (ppm)	Molecular weight	Background Concentration (Micrograms/meter <sup>3</sup> )
Carbon Monoxide	2.2	28.0	2562.4

\* Highest value of 2006, 2007, and 2008

### 8-Hour Background Calculation

Kenmore Square

Pollutant	8-Hour* (ppm)	Molecular weight	Background Concentration (Micrograms/meter <sup>3</sup> )
Carbon Monoxide	1.5	28.0	1747.1

\* Highest value of 2006, 2007, and 2008

## Particulate Matter (PM<sub>2.5</sub>) Background Concentrations

Data from Annual Reports on Air Quality in New England 2006 through 2008

Year	Arithmetic Mean* (Micrograms/meter <sup>3</sup> )	24-Hour** (Micrograms/meter <sup>3</sup> )
2006	10.8	28.5
2007	11.4	31.7
2008	11.4	26.0

\* Values represent annual arithmetic mean

\*\* 24-Hour values represent 98th percentile

### Annual Background Calculation

Kenmore Square

Pollutant	Arithmetic Mean* (Micrograms/meter <sup>3</sup> )	Molecular Weight	Background Concentration (Micrograms/meter <sup>3</sup> )
PM2.5	11.2	---	11.2

\* Average value of 2006, 2007, and 2008

### 24-Hour Background Calculation

Kenmore Square

Pollutant	24-Hour* (Micrograms/meter <sup>3</sup> )	Molecular Weight	Background Concentration (Micrograms/meter <sup>3</sup> )
PM2.5	28.7	---	28.7

\* Average value of 2006, 2007, and 2008

## Particulate Matter (PM<sub>10</sub>) Background Concentrations

Data from Annual Reports on Air Quality in New England 2006 through 2008

Year	24-Hour* (Micrograms/meter <sup>3</sup> )
2006	41.0
2007	38.0
2008	39.0

\* 24-Hour values represent 2nd highest

## 24-Hour Background Calculation

Kenmore Square

Pollutant	24-Hour* (Micrograms/meter <sup>3</sup> )	Molecular Weight	Background Concentration (Micrograms/meter <sup>3</sup> )
PM <sub>10</sub>	39.3	---	39.3

\* Average value of 2006, 2007, and 2008

# Microscale Results



# Carbon Monoxide (CO)

1 Hour CO Results  
Background

background	3			2009		2018		2030	
	Intersection	Quadrant	Receptor	Existing	No Build	Build	No Build	Build	
Cambridge/Grove	Northeast	1	4.0	3.5	3.5	3.5	3.5	3.5	
		2	4.1	3.7	3.7	3.6	3.6		
		3	4.6	3.9	3.9	3.9	3.9		
		4	4.4	4.0	4.0	3.9	3.9		
		5	4.5	4.0	4.0	3.9	3.9		
	Southeast	1	4.5	4.1	4.1	4.1	4.1		
		2	4.7	4.0	4.0	4.0	4.0		
		3	4.8	4.1	4.0	4.0	4.0		
		4	4.5	3.9	3.9	3.8	3.8		
		5	4.2	4.5	4.5	4.4	4.4		
	Southwest	1	4.3	4.5	4.5	4.4	4.4		
		2	4.9	4.3	4.3	4.1	4.1		
		3	5.0	4.3	4.1	4.2	4.1		
		4	5.3	4.4	4.4	4.4	4.3		
		5	6.7	5.2	5.2	5.0	4.9		
	Northwest	1	4.9	4.3	4.3	4.3	4.3		
		2	4.9	4.1	4.0	4.0	4.0		
		3	4.9	4.2	4.0	4.0	4.0		
		4	4.2	3.6	3.6	3.5	3.5		
		5	3.9	3.5	3.4	3.5	3.4		
Cambridge/Charles Circle	Northeast	1	5.0	4.3	4.3	4.2	4.2		
		2	4.9	4.4	4.1	4.1	4.1		
		3	5.3	4.6	4.6	4.5	4.4		
		4	5.9	4.7	4.6	4.4	4.4		
		5	6.4	4.8	4.7	4.8	4.6		
	Southeast	1	5.3	4.3	4.3	4.2	4.2		
		2	5.5	4.6	4.6	4.5	4.5		
		3	5.6	4.6	4.6	4.5	4.5		
		4	5.0	4.2	4.2	4.0	4.0		
		5	4.6	3.9	3.9	3.9	3.9		
	Southwest	1	4.5	4.0	4.0	3.9	3.9		
		2	4.6	4.1	4.1	3.9	3.9		
		3	5.2	4.4	4.4	4.4	4.3		
		4	5.2	4.4	4.3	4.2	4.2		
		5	5.4	4.5	4.5	4.4	4.4		
	Northwest	1	7.4	5.9	5.9	5.7	5.7		
		2	6.3	5.1	5.1	4.9	4.9		
		3	5.3	4.5	4.5	4.4	4.4		
		4	5.3	4.5	4.5	4.4	4.4		
		5	5.4	4.6	4.6	4.6	4.6		
Cambridge/Blossom	Northeast	1	3.8	3.6	3.5	3.6	3.5		
		2	4.2	4.0	3.8	3.9	3.8		
		3	4.8	4.2	4.0	4.0	4.0		
		4	4.5	4.0	3.9	4.0	3.9		
		5	4.4	4.0	4.0	3.9	3.9		
	Southeast	1	4.2	3.9	3.8	3.8	3.8		
		2	4.4	4.0	4.0	3.9	3.9		
		3	4.7	4.2	4.2	4.1	4.1		
		4	3.9	3.6	3.6	3.6	3.6		
		5	3.7	3.5	3.4	3.5	3.4		
	Southwest	1	3.8	3.5	3.5	3.5	3.4		
		2	4.0	3.6	3.6	3.6	3.6		
		3	4.5	4.2	4.2	4.2	4.1		
		4	4.5	4.2	4.1	4.2	4.1		
		5	4.6	4.3	4.1	4.2	4.1		
	Northwest	1	4.6	4.1	4.1	4.1	4.1		
		2	4.4	4.2	4.1	4.1	4.1		
		3	4.5	4.1	4.0	4.0	4.0		
		4	4.3	4.0	4.0	3.9	3.9		
		5	3.8	3.6	3.6	3.6	3.6		
Cambridge/Sudbury	Northeast	1	3.6	3.5	3.4	3.5	3.4		
		2	4.0	3.6	3.5	3.6	3.5		
		3	4.8	3.9	3.8	3.8	3.8		
		4	4.6	4.0	4.0	3.9	3.9		
		5	4.5	3.9	3.9	3.9	3.9		
	Southeast	1	4.0	3.6	3.5	3.6	3.5		
		2	4.0	3.6	3.5	3.5	3.5		
		3	4.1	3.7	3.7	3.7	3.7		
		4	4.0	3.7	3.7	3.7	3.7		
		5	3.7	3.5	3.4	3.5	3.4		
	Southwest	1	3.8	3.4	3.4	3.4	3.4		
		2	3.8	3.6	3.6	3.6	3.5		
		3	4.7	4.0	4.0	4.0	3.9		
		4	4.7	4.0	4.0	3.9	3.9		
		5	4.5	4.1	4.0	4.0	3.9		
	Northwest	1	4.4	3.9	3.8	3.8	3.8		
		2	4.4	3.9	3.8	3.8	3.7		
		3	4.4	3.8	3.7	3.8	3.7		
		4	4.0	3.6	3.5	3.6	3.5		
		5	3.7	3.5	3.5	3.5	3.4		
Cambridge/New Chardon	Northeast	1	4.2	3.8	3.6	3.7	3.6		
		2	4.5	4.1	3.8	3.9	3.8		
		3	4.9	4.2	4.1	4.1	4.0		
		4	4.6	4.1	4.0	4.0	4.0		
		5	4.6	4.0	3.9	3.9	3.9		
	Southeast	1	4.4	3.9	3.7	3.8	3.7		
		2	4.3	3.9	3.8	3.7	3.7		
		3	4.8	4.1	4.2	4.1	4.0		
		4	4.3	3.8	3.8	3.8	3.8		
		5	4.0	3.6	3.6	3.6	3.6		
	Southwest	1	4.0	3.6	3.5	3.6	3.4		
		2	4.0	3.7	3.7	3.7	3.6		
		3	5.2	4.4	4.4	4.3	4.3		
		4	5.1	4.4	4.3	4.2	4.2		
		5	4.9	4.4	4.3	4.2	4.1		
	Northwest	1	4.7	4.1	4.1	4.1	4.1		
		2	4.7	4.1	4.0	4.0	4.0		
		3	4.7	4.1	4.1	4.1	4.1		
		4	5.2	4.3	4.2	4.3	4.2		
		5	4.3	3.9	3.8	3.8	3.6		
Cambridge/Stanford	Northeast	1	4.1	3.9	3.9	3.8	3.8		
		2	4.4	3.9	3.9	3.8	3.8		
		3	4.7	4.1	4.1	4.1	4.1		
		4	4.7	4.1	4.0	4.0	4.0		
		5	4.6	4.1	4.1	4.1	4.1		
	Southeast	1	5.2	4.3	4.3	4.3	4.3		
		2	5.2	4.4	4.4	4.3	4.3		
		3	4.9	4.3	4.1	4.2	4.1		
		4	4.1	3.7	3.6	3.7	3.6		
		5	3.6	3.5	3.4	3.4	3.4		
	Southwest	1	3.7	3.4	3.4	3.4	3.4		
		2	3.9	3.7	3.6	3.6	3.6		
		3	4.5	4.1	4.0	3.9	4.0		
		4	4.7	4.1	4.0	3.9	3.9		
		5	5.0	4.2	4.2	4.1	4.1		
	Northwest	1	4.4	3.9	3.8	3.8	3.7		
		2	4.3	3.8	3.8	3.8	3.8		
		3	4.8	4.2	4.1	4.0	4.0		
		4	4.9	4.2	4.1	4.1	4.1		
		5	4.3	3.8	3.8	3.8	3.8		

8 Hour CO Results

		Persistence Factor			0.7	
		2009			2018	
					2030	
Intersection	Receptor	Location	Receptor	Existing	No Build	Build
	Quadrant					
Cambridge/Grove	Northeast	1	2.8	2.5	2.5	2.5
		2	2.9	2.6	2.6	2.5
		3	3.2	2.7	2.7	2.7
		4	3.1	2.8	2.8	2.7
		5	3.2	2.8	2.8	2.7
	Southeast	1	3.2	2.9	2.9	2.9
		2	3.3	2.8	2.8	2.8
		3	3.4	2.9	2.8	2.8
		4	3.2	2.7	2.7	2.7
		5	2.9	3.2	3.2	3.1
	Southwest	1	3.0	3.2	3.2	3.1
		2	3.4	3.0	3.0	2.9
		3	3.5	3.0	2.9	2.9
		4	3.7	3.1	3.1	3.0
		5	4.7	3.6	3.6	3.5
	Northwest	1	3.4	3.0	3.0	3.0
		2	4.4	2.9	2.8	2.8
		3	3.4	2.9	2.8	2.8
		4	2.9	2.5	2.5	2.5
		5	2.7	2.5	2.4	2.5
Cambridge/Charles Circle	Northeast	1	3.5	3.0	3.0	2.9
		2	3.4	3.1	2.9	2.9
		3	3.7	3.2	3.2	3.1
		4	4.1	3.3	3.2	3.1
		5	4.5	3.4	3.3	3.4
	Southeast	1	3.7	3.0	3.0	2.9
		2	3.9	3.2	3.2	3.2
		3	3.9	3.2	3.2	3.2
		4	3.5	2.9	2.9	2.8
		5	3.2	2.7	2.7	2.7
	Southwest	1	3.2	2.8	2.8	2.7
		2	3.2	2.9	2.9	2.7
		3	3.6	3.1	3.1	3.0
		4	3.6	3.1	3.0	2.9
		5	3.8	3.2	3.2	3.1
	Northwest	1	5.2	4.1	4.1	4.0
		2	4.4	3.6	3.6	3.4
		3	3.7	3.2	3.2	3.1
		4	3.7	3.2	3.2	3.1
		5	3.8	3.2	3.2	3.2
Cambridge/Blossom	Northeast	1	2.7	2.5	2.5	2.5
		2	2.9	2.8	2.7	2.7
		3	3.4	2.9	2.8	2.8
		4	3.2	2.8	2.7	2.7
		5	3.1	2.8	2.8	2.7
	Southeast	1	2.9	2.7	2.7	2.7
		2	3.1	2.8	2.8	2.7
		3	3.3	2.9	2.9	2.9
		4	2.7	2.5	2.5	2.5
		5	2.6	2.5	2.4	2.5
	Southwest	1	2.7	2.5	2.5	2.4
		2	2.8	2.5	2.5	2.5
		3	3.2	2.9	2.9	2.9
		4	3.2	2.9	2.9	2.9
		5	3.2	3.0	2.9	2.9
	Northwest	1	3.2	2.9	2.9	2.9
		2	3.1	2.9	2.9	2.9
		3	3.2	2.9	2.8	2.8
		4	3.0	2.8	2.8	2.7
		5	2.7	2.5	2.5	2.5
Cambridge/Sudbury	Northeast	1	2.5	2.5	2.4	2.5
		2	2.8	2.5	2.5	2.5
		3	3.4	2.7	2.7	2.7
		4	3.2	2.8	2.8	2.7
		5	3.2	2.7	2.7	2.7
	Southeast	1	2.8	2.5	2.5	2.5
		2	2.8	2.5	2.5	2.5
		3	2.9	2.6	2.6	2.6
		4	2.8	2.6	2.6	2.6
		5	2.6	2.5	2.4	2.5
	Southwest	1	2.7	2.4	2.4	2.4
		2	2.7	2.5	2.5	2.5
		3	3.3	2.8	2.8	2.7
		4	3.3	2.8	2.8	2.7
		5	3.2	2.9	2.8	2.7
	Northwest	1	3.1	2.7	2.7	2.7
		2	3.1	2.7	2.7	2.6
		3	3.1	2.7	2.6	2.6
		4	2.8	2.5	2.5	2.5
		5	2.6	2.5	2.5	2.4
Cambridge/New Chardon	Northeast	1	2.9	2.7	2.5	2.6
		2	3.2	2.9	2.7	2.7
		3	3.4	2.9	2.9	2.8
		4	3.2	2.9	2.8	2.8
		5	3.2	2.8	2.7	2.7
	Southeast	1	3.1	2.7	2.6	2.7
		2	3.0	2.7	2.7	2.6
		3	3.4	2.9	2.9	2.8
		4	3.0	2.7	2.7	2.7
		5	2.8	2.5	2.5	2.5
	Southwest	1	2.8	2.5	2.5	2.4
		2	2.8	2.6	2.6	2.5
		3	3.6	3.1	3.1	3.0
		4	3.6	3.1	3.0	2.9
		5	3.4	3.1	3.0	2.9
	Northwest	1	3.3	2.9	2.9	2.9
		2	3.3	2.9	2.8	2.8
		3	3.3	2.9	2.9	2.9
		4	3.6	3.0	2.9	2.9
		5	3.0	2.7	2.7	2.5
Cambridge/Stamford	Northeast	1	2.9	2.7	2.7	2.7
		2	3.1	2.7	2.7	2.7
		3	3.3	2.9	2.9	2.9
		4	3.3	2.9	2.8	2.8
		5	3.2	2.9	2.9	2.8
	Southeast	1	3.6	3.0	3.0	3.0
		2	3.6	3.1	3.1	3.0
		3	3.4	3.0	2.9	2.9
		4	2.9	2.6	2.5	2.5
		5	2.5	2.5	2.4	2.4
	Southwest	1	2.6	2.4	2.4	2.4
		2	2.7	2.6	2.5	2.5
		3	3.2	2.9	2.8	2.7
		4	3.3	2.9	2.8	2.7
		5	3.5	2.9	2.9	2.9
	Northwest	1	3.1	2.7	2.7	2.6
		2	3.0	2.7	2.7	2.7
		3	3.4	2.9	2.8	2.8
		4	3.4	2.9	2.9	2.9
		5	3.0	2.7	2.7	2.7

# Particulate Matter (PM<sub>10</sub>)

24-Hour PM10 Results  
Background

		39.3		Persistence Factor		0.4			
				2009	2018		2030		
Intersection	Receptor	Location	Receptor	Existing	No Build	Build	No Build	Build	
Cambridge/Grove	Northeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.5	40.1	40.1	40.1	40.1	
		3		41.3	40.5	40.5	40.5	40.5	
		4		40.9	40.5	40.5	40.5	40.5	
		5		40.9	40.5	40.5	40.5	40.5	
	Southeast	1		41.3	40.9	40.9	40.9	40.9	
		2		41.3	40.9	40.9	40.9	40.9	
		3		41.3	40.9	40.9	40.9	40.9	
		4		40.9	40.5	40.5	40.5	40.5	
		5		40.5	40.9	40.9	40.9	40.9	
	Southwest	1		40.5	40.5	40.5	40.5	40.5	
		2		40.9	40.5	40.5	40.5	40.5	
		3		41.7	40.9	40.9	40.9	40.9	
		4		41.7	40.9	40.9	40.9	40.9	
		5		42.5	41.7	41.7	41.7	41.3	
	Northwest	1		41.7	40.9	40.9	40.9	40.9	
		2		41.7	40.9	40.9	40.9	40.9	
		3		41.3	40.9	40.9	40.9	40.9	
		4		40.5	40.1	40.1	40.1	40.1	
		5		40.5	40.1	40.1	40.1	40.1	
Cambridge/Charles Circle	Northeast	1		41.7	40.9	40.9	40.9	40.9	
		2		41.7	40.9	40.9	40.9	40.9	
		3		42.1	41.3	41.3	41.3	40.9	
		4		42.5	41.3	41.3	41.3	41.3	
		5		42.5	41.7	41.3	41.3	41.3	
	Southeast	1		42.1	41.3	41.3	41.3	41.3	
		2		42.1	41.3	41.3	41.3	41.3	
		3		42.1	41.3	41.3	41.3	41.3	
		4		41.3	40.9	40.9	40.9	40.9	
		5		41.3	40.5	40.5	40.5	40.5	
	Southwest	1		40.9	40.5	40.5	40.5	40.5	
		2		41.3	40.5	40.5	40.5	40.5	
		3		41.7	40.9	40.9	40.9	40.9	
		4		41.7	40.9	40.9	40.9	40.9	
		5		42.1	41.3	41.3	41.3	41.3	
	Northwest	1		44.5	42.9	42.9	42.9	42.9	
		2		42.9	41.7	41.7	41.7	41.7	
		3		42.1	41.3	41.3	40.9	40.9	
		4		42.1	41.3	41.3	41.3	41.3	
		5		42.1	41.3	41.3	41.3	41.3	
Cambridge/Blossom	Northeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.9	40.5	40.1	40.1	40.1	
		3		41.3	40.9	40.9	40.9	40.9	
		4		41.3	40.5	40.5	40.5	40.5	
		5		40.9	40.5	40.5	40.5	40.5	
	Southeast	1		40.9	40.5	40.5	40.5	40.5	
		2		40.9	40.5	40.5	40.5	40.5	
		3		41.3	40.9	40.5	40.5	40.5	
		4		40.5	40.1	40.1	40.1	40.1	
		5		40.1	40.1	39.7	39.7	39.7	
	Southwest	1		40.1	40.1	40.1	40.1	39.7	
		2		40.5	40.1	40.1	40.1	40.1	
		3		41.3	40.9	40.5	40.5	40.5	
		4		41.3	40.5	40.5	40.5	40.5	
		5		41.3	40.9	40.9	40.9	40.5	
	Northwest	1		41.3	40.5	40.5	40.5	40.5	
		2		41.3	40.5	40.5	40.5	40.5	
		3		40.9	40.9	40.5	40.5	40.5	
		4		40.5	40.5	40.1	40.1	40.1	
		5		40.1	40.1	40.1	40.1	40.1	
Cambridge/Sudbury	Northeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.9	40.5	40.1	40.5	40.1	
		3		41.3	40.9	40.5	40.5	40.5	
		4		41.3	40.9	40.5	40.5	40.5	
		5		41.3	40.5	40.5	40.5	40.5	
	Southeast	1		40.1	40.1	40.1	40.1	40.1	
		2		40.1	40.1	40.1	40.1	40.1	
		3		40.5	40.1	40.1	40.1	40.1	
		4		40.1	40.1	40.1	40.1	40.1	
		5		40.1	40.1	40.1	40.1	39.7	
	Southwest	1		40.1	40.1	39.7	39.7	39.7	
		2		40.1	40.1	40.1	39.7	39.7	
		3		40.9	40.5	40.5	40.5	40.1	
		4		40.9	40.5	40.1	40.1	40.1	
		5		40.9	40.5	40.1	40.1	40.1	
	Northwest	1		40.9	40.9	40.5	40.5	40.5	
		2		40.9	40.5	40.5	40.5	40.5	
		3		40.9	40.5	40.5	40.5	40.5	
		4		40.5	40.1	40.1	40.1	40.1	
		5		40.1	40.1	39.7	39.7	39.7	
Cambridge/New Chardon	Northeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.9	40.5	40.5	40.5	40.1	
		3		41.3	40.9	40.9	40.9	40.5	
		4		41.3	40.9	40.9	40.9	40.5	
		5		41.3	40.9	40.9	40.9	40.5	
	Southeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.9	40.5	40.5	40.5	40.5	
		3		41.7	40.9	40.9	40.9	40.5	
		4		40.5	40.1	40.1	40.1	40.1	
		5		40.5	40.1	40.1	40.1	40.1	
	Southwest	1		40.5	40.1	40.1	40.1	40.1	
		2		40.5	40.1	40.1	40.1	40.1	
		3		41.3	40.9	40.9	40.5	40.5	
		4		40.9	40.5	40.5	40.5	40.5	
		5		41.3	40.9	40.5	40.5	40.5	
	Northwest	1		41.3	40.9	40.9	40.5	40.5	
		2		40.9	40.5	40.5	40.5	40.5	
		3		41.3	40.9	40.5	40.5	40.5	
		4		41.3	40.5	40.5	40.5	40.5	
		5		40.5	40.1	40.1	40.1	40.1	
Cambridge/Stamford	Northeast	1		40.5	40.1	40.1	40.1	40.1	
		2		40.5	40.1	40.5	40.1	40.1	
		3		41.3	40.9	40.9	40.5	40.5	
		4		40.9	40.5	40.5	40.5	40.5	
		5		40.9	40.5	40.5	40.5	40.5	
	Southeast	1		41.3	40.9	40.9	40.5	40.5	
		2		41.3	40.5	40.5	40.5	40.5	
		3		40.9	40.5	40.5	40.5	40.5	
		4		40.1	40.1	40.1	40.1	40.1	
		5		40.1	39.7	39.7	39.7	39.7	
	Southwest	1		40.1	39.7	39.7	39.7	39.7	
		2		40.1	40.1	40.1	40.1	40.1	
		3		40.9	40.5	40.5	40.5	40.5	
		4		40.9	40.5	40.5	40.5	40.5	
		5		40.9	40.9	40.9	40.5	40.5	
	Northwest	1		40.9	40.5	40.5	40.5	40.5	
		2		40.9	40.5	40.5	40.5	40.5	
		3		41.3	40.9	40.9	40.9	40.5	
		4		40.9	40.5	40.5	40.5	40.5	
		5		40.5	40.1	40.1	40.1	40.1	

# Particulate Matter 2.5 (PM<sub>2.5</sub>)

24-Hour PM25 Results  
Background

		28.7		Persistence Factor		0.4	
		Receptor		2009	2018		2030
Intersection	Quadrant	Location	Receptor	Existing	No Build	Build	No Build
Cambridge/Grove	Northeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.9	29.5	29.1	29.1
			5	29.9	29.5	29.5	29.1
	Southeast		1	29.9	29.5	29.5	29.5
			2	30.3	29.5	29.5	29.5
			3	30.3	29.5	29.5	29.5
			4	29.9	29.1	29.1	29.1
			5	29.5	29.5	29.5	29.5
	Southwest		1	29.5	29.5	29.5	29.1
			2	29.9	29.5	29.5	29.1
			3	30.3	29.5	29.5	29.5
			4	30.3	29.5	29.5	29.5
			5	30.7	29.9	29.9	29.5
	Northwest		1	29.9	29.5	29.5	29.5
			2	30.3	29.5	29.5	29.5
			3	30.3	29.5	29.5	29.5
			4	29.5	29.1	29.1	29.1
			5	29.5	29.1	29.1	29.1
Cambridge/Charles Circle	Northeast		1	30.3	29.5	29.5	29.5
			2	30.3	29.5	29.5	29.5
			3	30.3	29.5	29.5	29.5
			4	30.7	29.5	29.5	29.5
			5	30.7	29.9	29.5	29.5
	Southeast		1	30.3	29.5	29.5	29.5
			2	30.3	29.5	29.5	29.5
			3	30.3	29.9	29.9	29.5
			4	29.9	29.5	29.5	29.5
			5	29.9	29.5	29.5	29.1
	Southwest		1	29.9	29.5	29.5	29.1
			2	29.9	29.5	29.5	29.5
			3	30.3	29.5	29.5	29.5
			4	30.3	29.5	29.5	29.5
			5	30.3	29.5	29.5	29.5
	Northwest		1	31.9	30.3	30.3	30.3
			2	31.1	29.9	29.9	29.9
			3	30.3	29.5	29.5	29.5
			4	30.3	29.5	29.5	29.5
			5	30.7	29.5	29.5	29.5
Cambridge/Blossom	Northeast		1	29.1	29.1	29.1	29.1
			2	29.5	29.5	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.9	29.5	29.5	29.1
			5	29.9	29.5	29.5	29.1
	Southeast		1	29.9	29.5	29.5	29.1
			2	29.9	29.5	29.5	29.1
			3	29.9	29.5	29.5	29.5
			4	29.5	29.1	29.1	29.1
			5	29.1	29.1	29.1	29.1
	Southwest		1	29.1	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.9	29.5	29.5	29.5
			5	29.9	29.5	29.5	29.5
	Northwest		1	29.9	29.5	29.5	29.5
			2	29.9	29.5	29.1	29.1
			3	29.9	29.5	29.5	29.1
			4	29.5	29.1	29.1	29.1
			5	29.1	29.1	29.1	29.1
Cambridge/Sudbury	Northeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.1
			4	29.9	29.5	29.5	29.1
			5	29.9	29.5	29.5	29.1
	Southeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.5	29.1	29.1	29.1
			4	29.5	29.1	29.1	29.1
			5	29.1	29.1	29.1	29.1
	Southwest		1	29.1	29.1	29.1	29.1
			2	29.1	29.1	29.1	29.1
			3	29.5	29.1	29.1	29.1
			4	29.5	29.1	29.1	29.1
			5	29.5	29.1	29.1	29.1
	Northwest		1	29.9	29.5	29.5	29.1
			2	29.9	29.5	29.1	29.1
			3	29.5	29.1	29.1	29.1
			4	29.5	29.1	29.1	29.1
			5	29.1	29.1	29.1	29.1
Cambridge/New Chardon	Northeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.5	29.1	29.1
			3	29.9	29.5	29.1	29.1
			4	29.9	29.5	29.5	29.1
			5	29.9	29.5	29.5	29.1
	Southeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.5	29.1	29.1	29.1
			5	29.5	29.1	29.1	29.1
	Southwest		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.9	29.5	29.5	29.5
			5	29.9	29.5	29.5	29.1
	Northwest		1	29.9	29.5	29.5	29.5
			2	29.9	29.5	29.5	29.1
			3	29.9	29.5	29.5	29.1
			4	29.9	29.5	29.5	29.1
			5	29.5	29.1	29.1	29.1
Cambridge/Staniford	Northeast		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.9	29.5	29.5	29.1
			5	29.9	29.5	29.5	29.1
	Southeast		1	29.5	29.5	29.5	29.5
			2	29.9	29.5	29.5	29.1
			3	29.9	29.5	29.5	29.1
			4	29.5	29.1	29.1	29.1
			5	29.1	29.1	29.1	28.7
	Southwest		1	29.1	28.7	28.7	28.7
			2	29.1	29.1	29.1	29.1
			3	29.5	29.5	29.1	29.1
			4	29.5	29.5	29.5	29.1
			5	29.9	29.5	29.5	29.5
	Northwest		1	29.5	29.1	29.1	29.1
			2	29.5	29.1	29.1	29.1
			3	29.9	29.5	29.5	29.5
			4	29.5	29.5	29.5	29.1
			5	29.5	29.1	29.1	29.1

24-Hour PM25 Results  
Background

		11.2		Persistence Factor		0.08	
				2009	2018		2030
Intersection	Receptor	Quadrant	Location	Receptor	Existing	No Build	Build
Cambridge/Grove	Northeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.3	11.3	11.3
		5	11.4	11.4	11.4	11.3	11.3
	Southeast	1	11.4	11.4	11.4	11.4	11.3
		2	11.5	11.4	11.4	11.4	11.3
		3	11.5	11.4	11.4	11.4	11.4
		4	11.4	11.3	11.3	11.3	11.3
		5	11.4	11.4	11.4	11.4	11.4
	Southwest	1	11.4	11.4	11.4	11.3	11.3
		2	11.4	11.4	11.4	11.3	11.3
		3	11.5	11.4	11.4	11.4	11.4
		4	11.5	11.4	11.4	11.4	11.4
		5	11.6	11.4	11.4	11.4	11.4
	Northwest	1	11.4	11.4	11.4	11.4	11.4
		2	11.5	11.4	11.4	11.4	11.4
		3	11.5	11.4	11.4	11.4	11.4
		4	11.4	11.3	11.3	11.3	11.3
		5	11.4	11.3	11.3	11.3	11.3
Cambridge/Charles Circle	Northeast	1	11.5	11.4	11.4	11.4	11.4
		2	11.5	11.4	11.4	11.4	11.4
		3	11.5	11.4	11.4	11.4	11.4
		4	11.6	11.4	11.4	11.4	11.4
		5	11.6	11.4	11.4	11.4	11.4
	Southeast	1	11.5	11.4	11.4	11.4	11.4
		2	11.5	11.4	11.4	11.4	11.4
		3	11.5	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.4	11.4
		5	11.4	11.4	11.4	11.3	11.3
	Southwest	1	11.4	11.4	11.4	11.3	11.3
		2	11.4	11.4	11.4	11.4	11.4
		3	11.5	11.4	11.4	11.4	11.4
		4	11.5	11.4	11.4	11.4	11.4
		5	11.5	11.4	11.4	11.4	11.4
	Northwest	1	11.8	11.5	11.5	11.5	11.5
		2	11.7	11.4	11.4	11.4	11.4
		3	11.5	11.4	11.4	11.4	11.4
		4	11.5	11.4	11.4	11.4	11.4
		5	11.6	11.4	11.4	11.4	11.4
Cambridge/Blossom	Northeast	1	11.3	11.3	11.3	11.3	11.3
		2	11.4	11.4	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.3	11.3
		5	11.4	11.4	11.4	11.3	11.3
	Southeast	1	11.4	11.4	11.4	11.3	11.3
		2	11.4	11.4	11.4	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.3	11.3	11.3	11.3
		5	11.3	11.3	11.3	11.3	11.3
	Southwest	1	11.3	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.4	11.4
		5	11.4	11.4	11.4	11.4	11.4
	Northwest	1	11.4	11.4	11.4	11.4	11.4
		2	11.4	11.4	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.3	11.3
		4	11.4	11.3	11.3	11.3	11.3
		5	11.3	11.3	11.3	11.3	11.3
Cambridge/Sudbury	Northeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.3	11.3
		4	11.4	11.4	11.4	11.4	11.3
		5	11.4	11.4	11.4	11.3	11.3
	Southeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.3	11.3	11.3	11.3
		4	11.4	11.3	11.3	11.3	11.3
		5	11.3	11.3	11.3	11.3	11.3
	Southwest	1	11.3	11.3	11.3	11.3	11.3
		2	11.3	11.3	11.3	11.3	11.3
		3	11.4	11.3	11.3	11.3	11.3
		4	11.4	11.3	11.3	11.3	11.3
		5	11.4	11.3	11.3	11.3	11.3
	Northwest	1	11.4	11.4	11.4	11.3	11.3
		2	11.4	11.4	11.3	11.3	11.3
		3	11.4	11.3	11.3	11.3	11.3
		4	11.4	11.3	11.3	11.3	11.3
		5	11.3	11.3	11.3	11.3	11.3
Cambridge/New Chardon	Northeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.4	11.3	11.3	11.3
		3	11.4	11.4	11.3	11.3	11.3
		4	11.4	11.4	11.4	11.3	11.3
		5	11.4	11.4	11.4	11.3	11.3
	Southeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.3	11.3	11.3	11.3
		5	11.4	11.3	11.3	11.3	11.3
	Southwest	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.4	11.4
		5	11.4	11.4	11.4	11.3	11.3
	Northwest	1	11.4	11.4	11.4	11.4	11.4
		2	11.4	11.4	11.4	11.3	11.3
		3	11.4	11.4	11.4	11.3	11.3
		4	11.4	11.4	11.4	11.4	11.3
		5	11.4	11.3	11.3	11.3	11.3
Cambridge/Stamford	Northeast	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.3	11.3
		5	11.4	11.4	11.4	11.3	11.3
	Southeast	1	11.4	11.4	11.4	11.4	11.4
		2	11.4	11.4	11.4	11.4	11.3
		3	11.4	11.4	11.4	11.3	11.3
		4	11.4	11.3	11.3	11.3	11.3
		5	11.3	11.3	11.3	11.3	11.2
	Southwest	1	11.3	11.2	11.2	11.2	11.2
		2	11.3	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.3	11.3	11.3
		4	11.4	11.4	11.4	11.3	11.3
		5	11.4	11.4	11.4	11.4	11.4
	Northwest	1	11.4	11.3	11.3	11.3	11.3
		2	11.4	11.3	11.3	11.3	11.3
		3	11.4	11.4	11.4	11.4	11.4
		4	11.4	11.4	11.4	11.3	11.3
		5	11.4	11.3	11.3	11.3	11.3



# Mesoscale Results

**CTPS Mesoscale Ai (Results in gms)**

**Air Quality Results (Results in kg)**

**CO2 in (short)tons/yr :**

### ***Estimate of 2018 Conditions***

Esimating over 21 year (assumes that 2007=2009):

Reduction per

***To estimate the VMT for 2018 apply to reduction per year for 18 years (compounded)***

$$34,474,957 \quad * \quad 1.034816099 = \quad 35,675,241$$

**CO2 in (short)tons/yr :**

CO2
7,772,085.5
8,111,522.0
8,110,328.6
8,587,275.4
8,586,038.9
8,586,038.9
(1,193.5)
(1,236.5)